Issue 159
PS
1966 Series
THE PREVENTIVE MAINTENANCE MONTHLY
HE SAYS, DO WE REALIZE THE ROLE OF SUPPLY AND IT'S IMPORTANCE TO US MAINTENANCE MEN IN OUR EFFORT TO HELP KEEP THE TOOLS OF WAR COMBAT-READY?
SUPPLY AT YOUR SERVICE WE AIM TO PLEASE
Will Eisner

MAINTENANCE AND SUPPLY —

YOUR

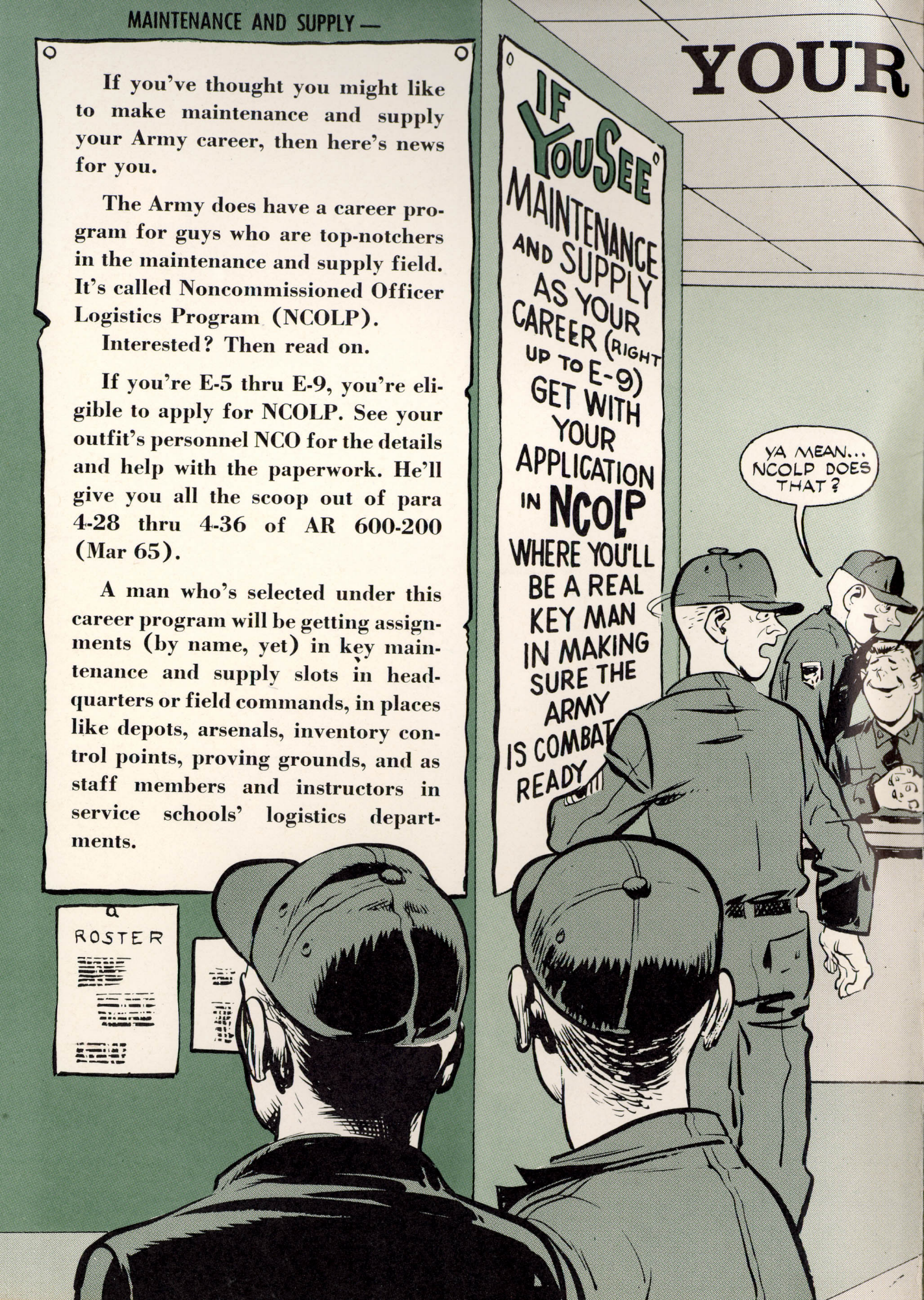
If you've thought you might like to make maintenance and supply your Army career, then here's news for you.

The Army does have a career program for guys who are top-notchers in the maintenance and supply field. It's called Noncommissioned Officer Logistics Program (NCOLP).

Interested? Then read on.

If you're E-5 thru E-9, you're eligible to apply for NCOLP. See your outfit's personnel NCO for the details and help with the paperwork. He'll give you all the scoop out of para 4-28 thru 4-36 of AR 600-200 (Mar 65).

A man who's selected under this career program will be getting assignments (by name, yet) in key maintenance and supply slots in headquarters or field commands, in places like depots, arsenals, inventory control points, proving grounds, and as staff members and instructors in service schools' logistics departments.



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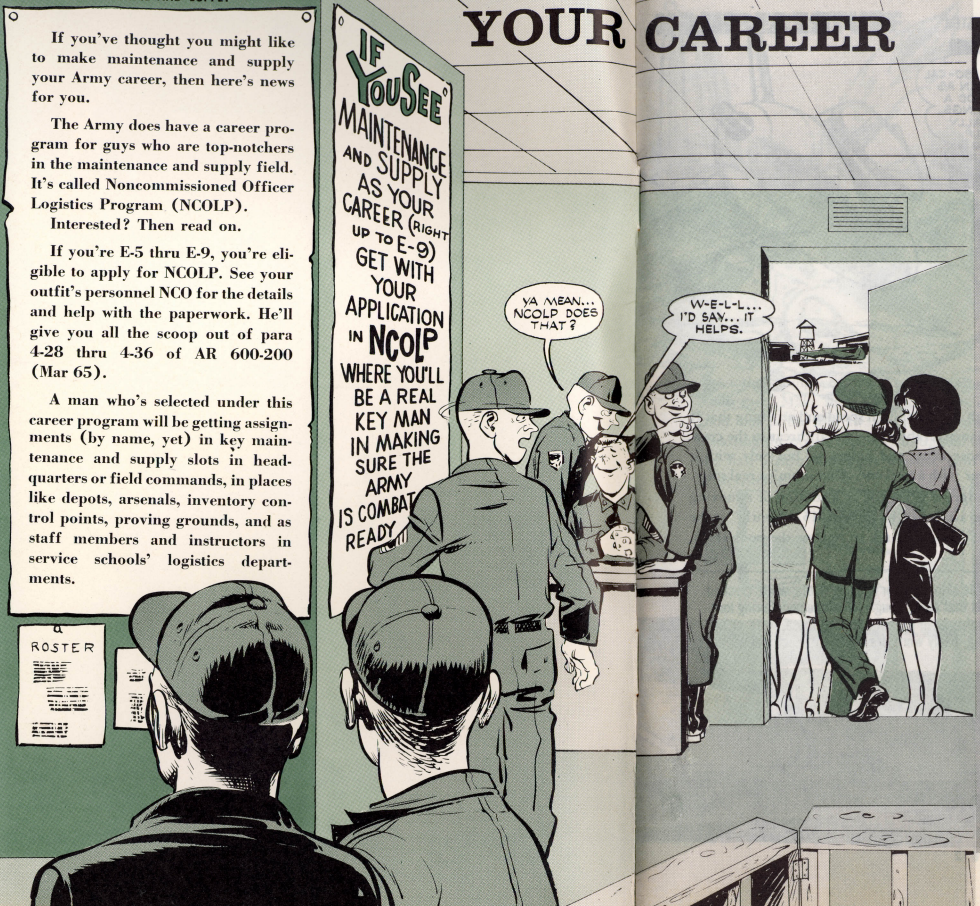

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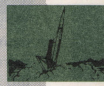
M107, M110 Howitzer 26, 27



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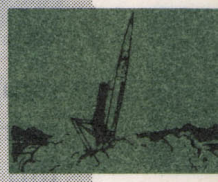

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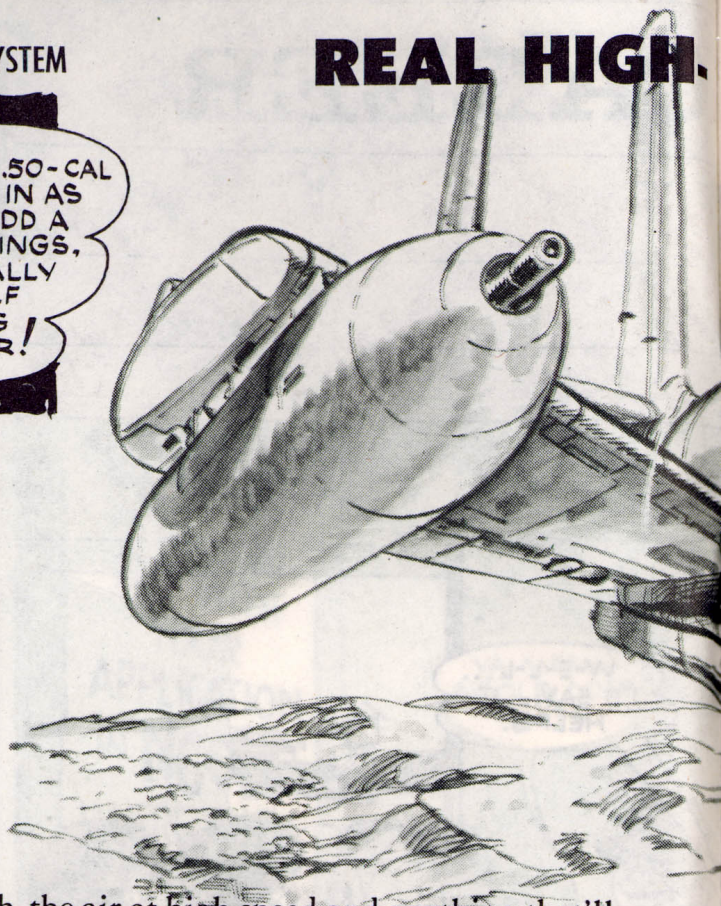
REAL HIGH.



Provided, o'course, that YOU — meaning 427-type armament repairmen and crew chiefs — keep this XM14 system battle-ready.

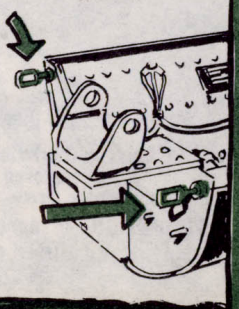
There're always some things that need a mite more emphasis than others. The purpose of this PM-Inspection piece is to point out a few areas that you ought to give more personal attention to. Like, for instance:

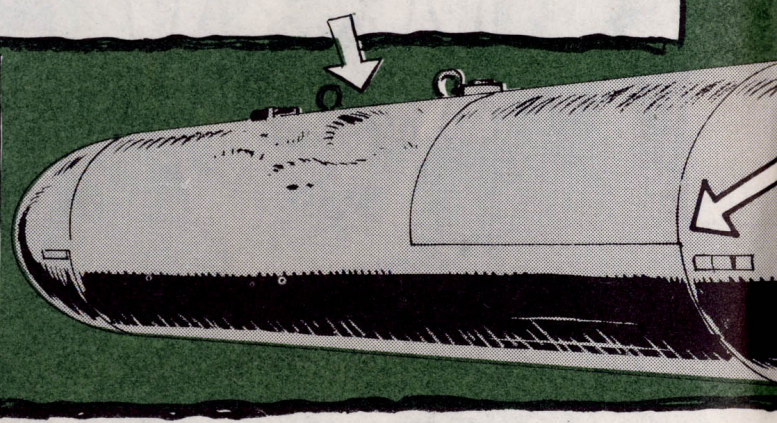
These pods are built to cut through the air at high speed and anything that'll cause drag could affect the plane's maneuverability — a real threat to the crew when the heat's on. So keep after those dents and bulges — but only with a rubber mallet or plastic hammer, never with a steel one. Aluminum's a real softy.

A good time to avoid dents and bulges is when you're installing or removing the pod — either by hand or by using an Aero 14B or Aero 15. "Gently" is the word at all times. Matter of fact, you'd be smart not to remove the pods at all, unless you really have to.

PODS — Look for bulges or dents in the skin; loose or missing rivets; worn, cracked or loose suspension lugs; sway brace pads that're not snug against the pod; fairing locking latches that're bent or won't work right; latch eyebolts that're loose, worn or not properly adjusted to hold the fairings snug; badly worn, frayed or cut electrical wiring; busted or loose connectors.

When you do any adjusting, remember, half-a-turn at a time is all you're supposed to make. This is to keep the eyebolts in line with the latches.





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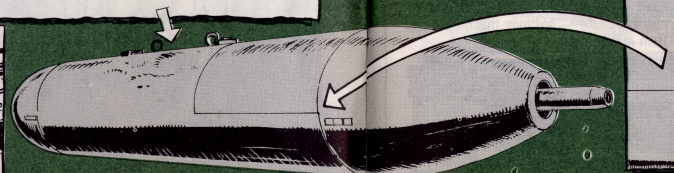
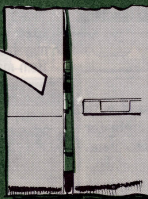
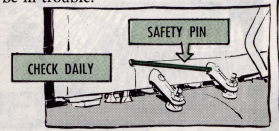
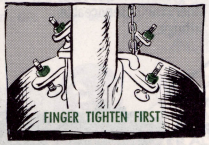




And make sure you have a snug latch-up on the fairings and the main pod structure. Any gap here is dangerous. Examine the eyebolts real close. They're locked with adhesive (MIL-S-22473A) and don't usually need adjusting. But if the adhesive's shot, replace it pronto with FSN 8030-081-2331 . . . 50-cc bottle.

Another thing you want to doublecheck every day is the safety pin in the bomb rack. Make sure it's in good condition and installed right. And give a good look at the four sway brace adjusting screws and locknuts. When you're installing the pods, remember to tighten these screws with your fingers first, then add half a turn with your wrench. Don't get it any tighter than this or you'll be in trouble.





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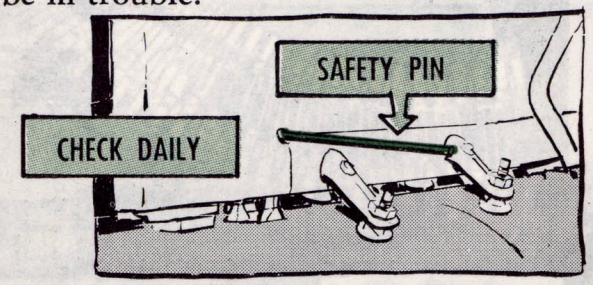

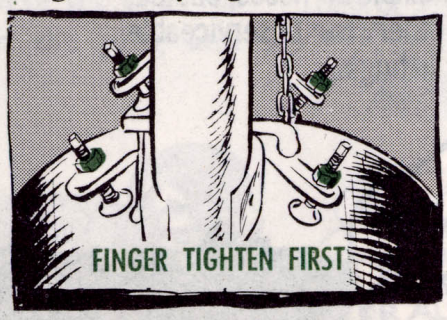

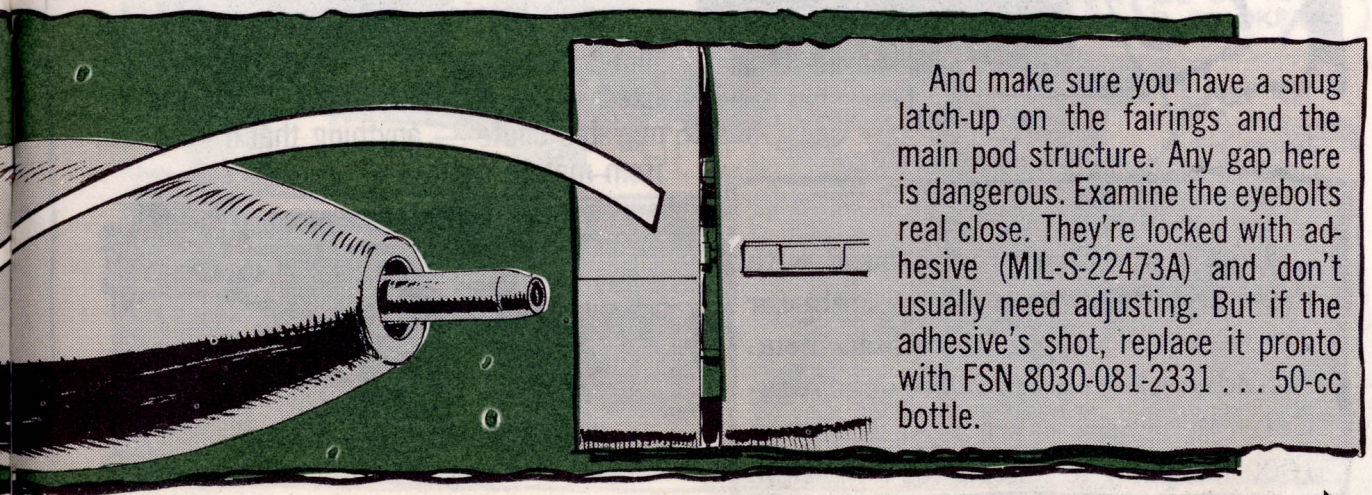

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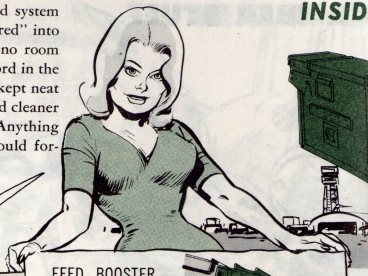
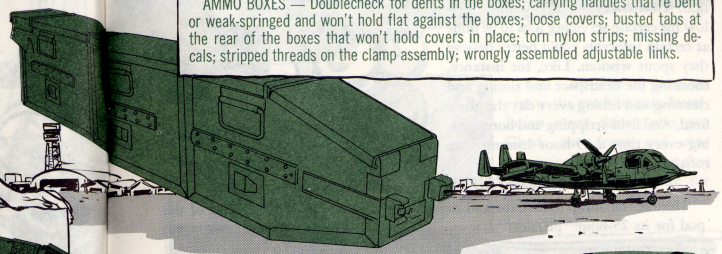
INSIDE THE POD

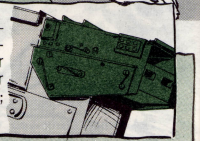
The gun, ammo boxes, feed system and such-like are all "engineered" into a small space — there's just no room for Sloppy Joes. Spread the word in the outfit that the pod's got to be kept neat as an old maid's apartment and cleaner than a hound's bicuspid. Anything loose or misplaced or dirty could for-sure foul up the mission.



AMMO BOXES — Doublecheck for dents in the boxes; carrying handles that're bent or weak-springed and won't hold flat against the boxes; loose covers; busted tabs at the rear of the boxes that won't hold covers in place; torn nylon strips; missing decals; stripped threads on the clamp assembly; wrongly assembled adjustable links.

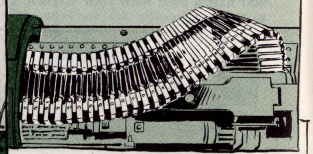


FEED BOOSTER — Beware of loose mounting bolts, broken or bent sprockets; cut or badly frayed cables; busted connectors.

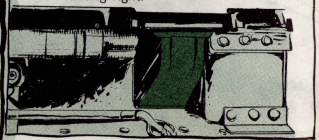


PNEUMATIC GUN CHARGING SYSTEM — Flick your best eye around for defects like damage to the gun charger; a busted air pressure gage, loose pneumatic connections and ruptured tube connections; faulty operation of the air pressure regulating valve or pneumatic valve; cracked, broken or brittle flexible air hoses; busted, loose or otherwise unserviceable hose end fittings.

FLEXIBLE FEED CHUTE — Spy out bent and twisted links and see that the ends are connected right to the gun and ammo box.



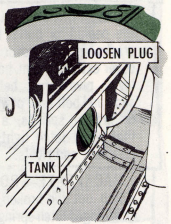
LINK EJECTION CHUTES — Search for things like loose or missing rivets on the fixed chute and broken welds on the removable chute — anything that'd keep 'em from mating right.

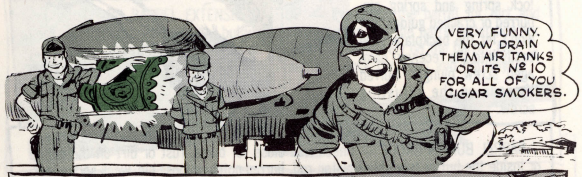


Take a tip: Don't fool around with the charger. If it won't work right for any reason at all, put in a replacement.

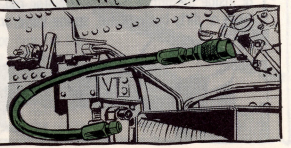
And check the air pressure gage regularly. It should never read less than 1000 PSI prior to takeoff for a mission.

Another thing, don't forget the air tank. Every time you take the ammo boxes out for loading, give a glance to see that the tank's clamps are fit to continue their job. And during every Intermediate, drain off any moisture that may have accumulated in the tank. Here's how: Release the air pressure from the pneumatic system. Loosen the plug two turns at the bottom of the tank till moisture stops draining. Then tighten the plug and replenish the air pressure.





ELECTRICAL SYSTEM — Be on the lookout for badly worn, frayed and cut wires; loose connections; damaged connectors and receptacles; especially make sure the charger solenoid and pneumatic valve solenoid connectors are in good shape and secure.



MORE

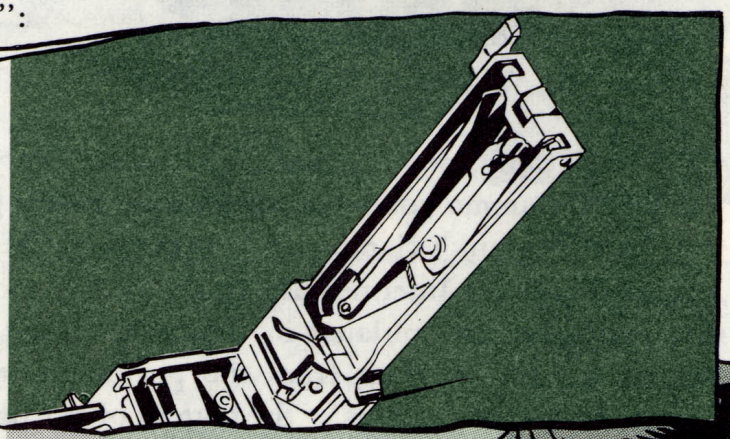
YOUR AN-M3

Any weapon mounted on an aircraft is bound to take a beating from vibration. That's why when your pubs bellow for certain servicing jobs to be done at certain intervals you'd better believe they spout wisdom. Like, for instance, checking the headspace and timing and cleaning and lubing every day the gun's fired. And field-stripping and boresighting every time a 25-hour Intermediate rolls around.

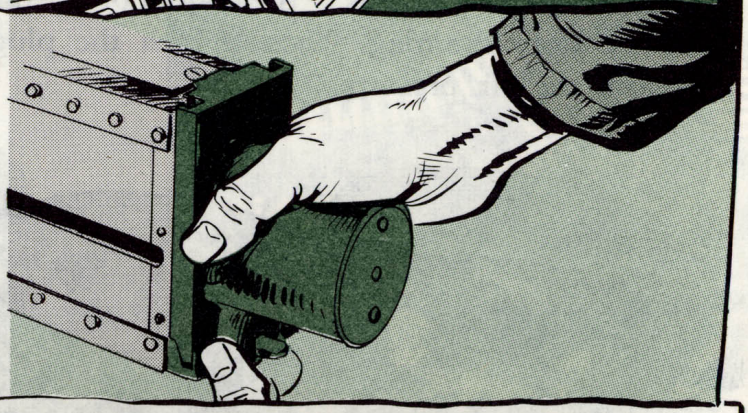
FIELD-STRIPPING YOUR WEAPON

Here're the things to look for and correct when you take your M3 out of the pod for its 25-hour "physical":

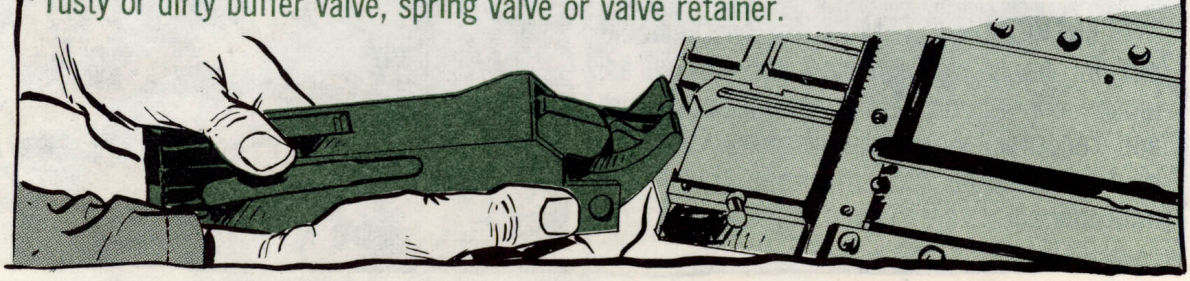
COVER GROUP — Keep an eye peeled for burrs, rust or cracks in the cover latch, cover extractor cam, belt feed lever, pivot stud, belt feed slide and belt feed pawl; weak or broken springs; a cover that won't latch tight; loose retainers and rivets.



BACKPLATE GROUP — Watch out for broken, weak or damaged latch spring, latch lock spring and spring pin; burred or cracked guides that won't let the backplate slide easily into the receiver; damaged screw plunger; burred threads on the adjusting screw.



BARREL BUFFER GROUP — Check real close for burrs, rust or dirt on the piston or inside the buffer tube; bent piston rod, burred notch or loose pin; weak spring lock; rusty or dirty buffer valve, spring valve or valve retainer.



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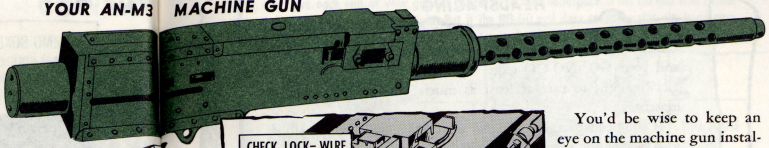
YOUR AN-M3 MACHINE GUN



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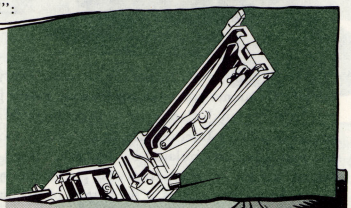

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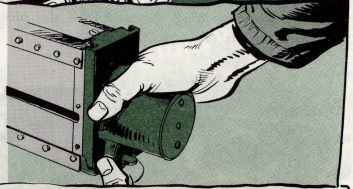

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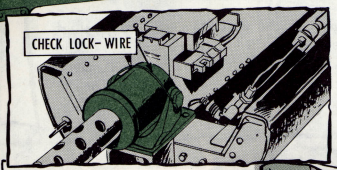
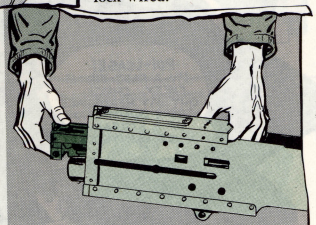
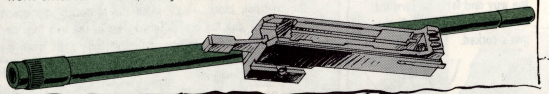


You'd be wise to keep an eye on the machine gun installation every chance you get. Check the front and rear mounting hardware to see that it's tight, and make sure the recoil adapter's bolted and lock-wired.

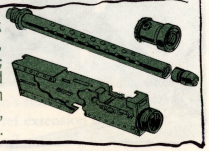
BOLT GROUP — See that the bolt slides freely and the sear doesn't stick or bind in the guide cuts; look for cracks or chips or carbon buildup in the T-slots; the firing pin or pin extension assembly should not bind in the bolt; there should be no beat-up edges on the sear's engaging notch or battered mating surfaces of the locking lever pin and locking pin; switches should be flush with the walls of the boltways; no worn, burred, damaged extractor assembly — and especially the lug on the extractor.



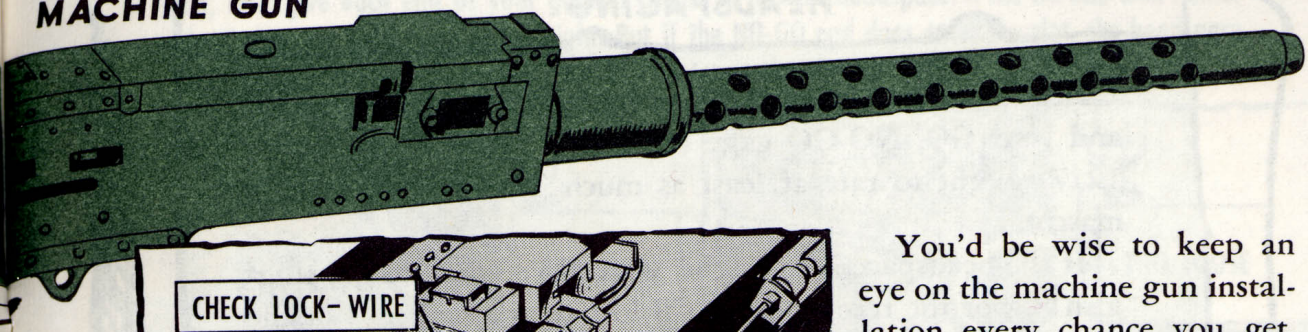
BARREL AND BARREL EXTENSION GROUP — Eye-check the barrel for dirt and gook or cracks, breaks, dents, bulges, excessive wear and the barrel extension for burrs, nicks and rust; barrel extension threads that fit loosely on the barrel; bent or worn extension shank; badly worn breech lock slot, lock camways and boltways.

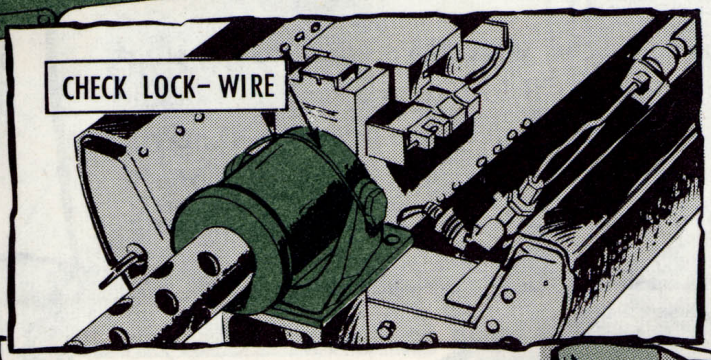


RECEIVER AND BARREL JACKET GROUP — Doublecheck the receiver for bulges or bends; cracked or beat-up top, bottom and side plates; cracked belt holding pawl bracket; loose rivets on the receiver, breech lock depressor and extractor cam; burrs on the cover detent pawl and trunnion block lock; dents or rust on the barrel jacket; looseness, burrs and rust on the recoil booster; cracks in the link chute.



MORE





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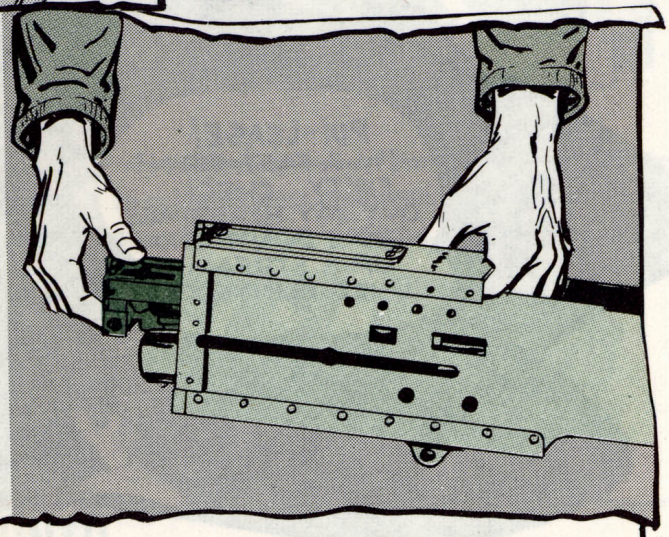

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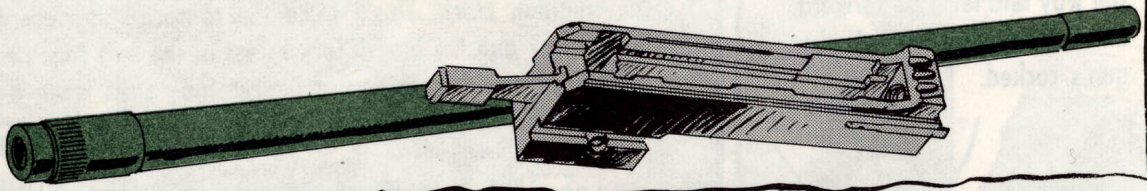

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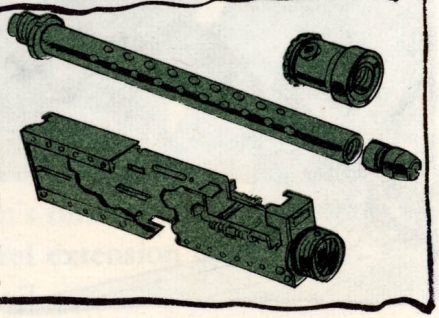


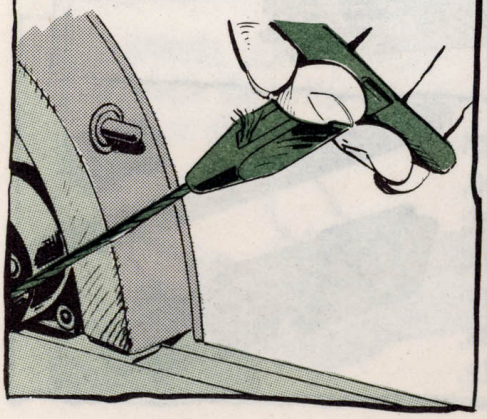
P.S. MORE

HEADSPACING

Headspacing and timing, of course, are especially important and your GO, NO-GO gage (5351217 . . . FSN 1005-535-1217) ought to rate at least as much TLC as your outfit's mascot.

If the headspace is too tight, your M3's going to get sluggish . . . or the recoiling parts'll lose their spunk . . . or the bolt won't lock. And if the headspace's too loose you'll maybe get a ruptured cartridge, or the timing'll be off . . . or the breech lock, bolt and barrel extension will take a shellacking.

Pull the charger T-handle all the way and let it go forward into battery position so's the gun's cocked.



Retract the bolt till the barrel extension's about 1/16 inch from the trunnion block. This'll force the contacting surface of the breech lock and the breech lock recess of the bolt together. And this'll give you the position of the recoiling parts when a round is chambered and ready to be fired.

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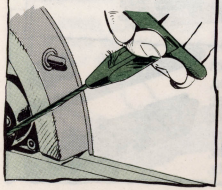

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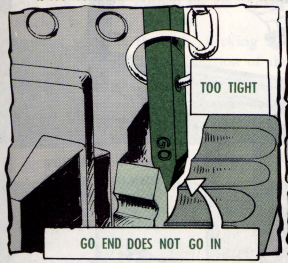
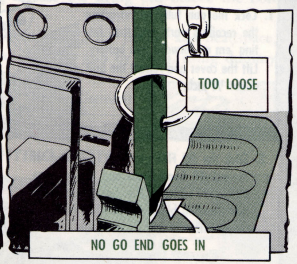
OK, now give each end of your gage a chance to test the headspace. If the GO end won't enter the T-slot, the headspace is too tight. But if the NO-GO end does enter the slot, the headspace is too loose. Make both entries from the center of the slot, though, for a surer test.





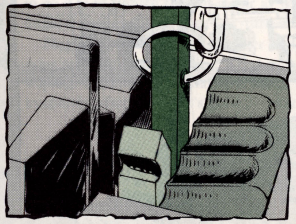
NOW

To get rid of tight headspace, unscrew the barrel a notch at a time, counterclockwise.

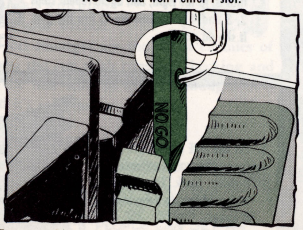
To get rid of loose headspace, screw the barrel a notch at a time, clockwise.

UNTIL

GO end enters T-slot.



NO-GO end won't enter T-slot.



After the headspace checks out OK test your gun's timing. If the timing's too early the gun'll jam and if it's too late the barrel extension'll beat itself to death on the trunnion block during counter recoil.

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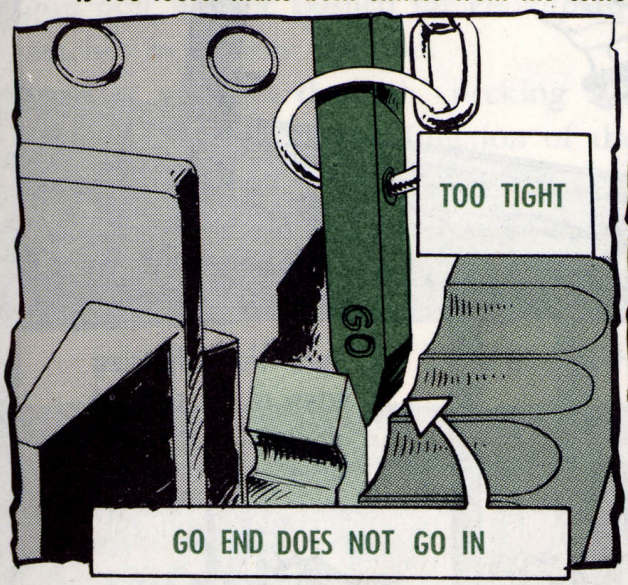

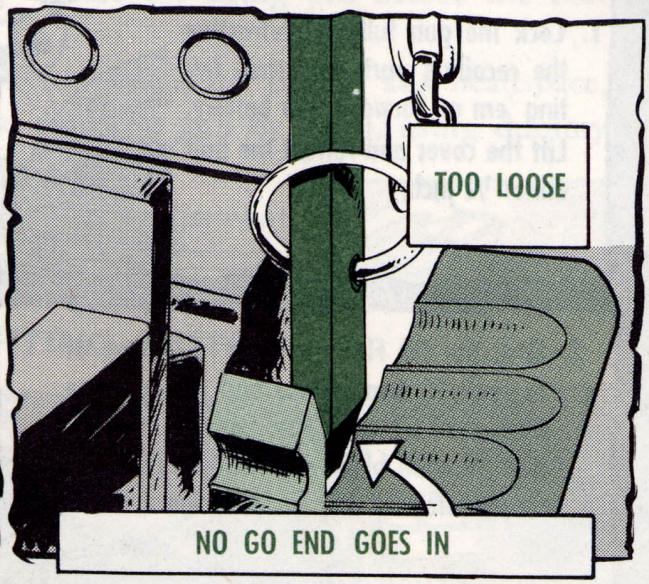

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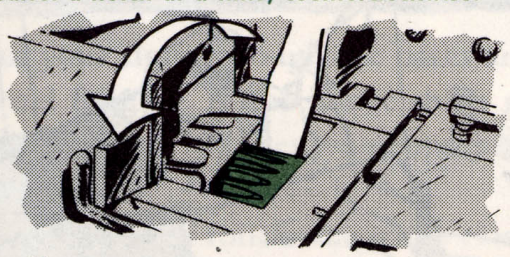
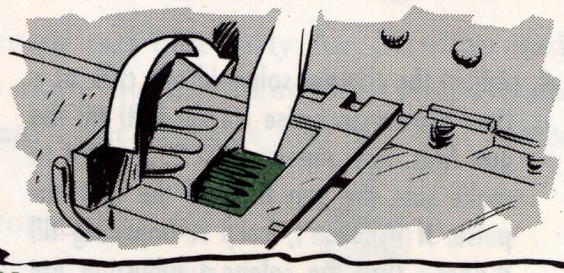


To get rid of loose headspace, screw the barrel a notch at a time, clockwise.



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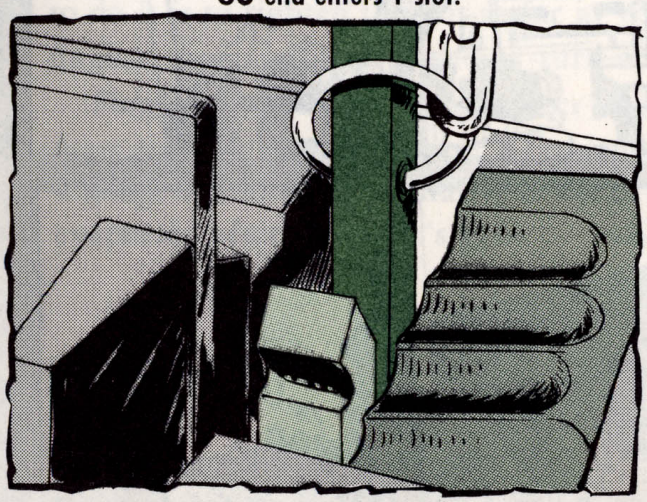
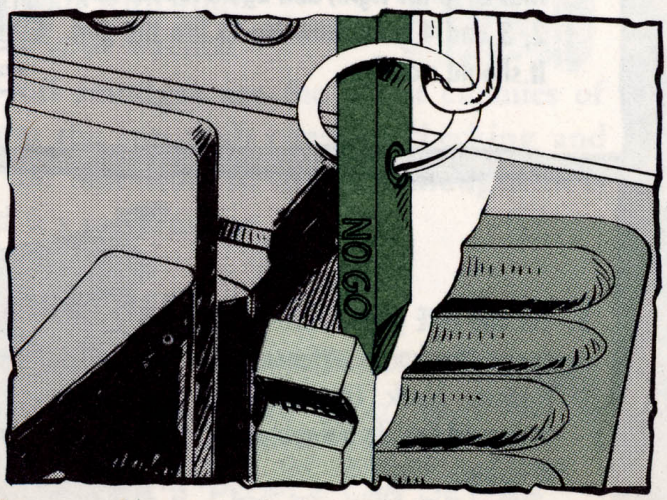
GO end enters T-slot.



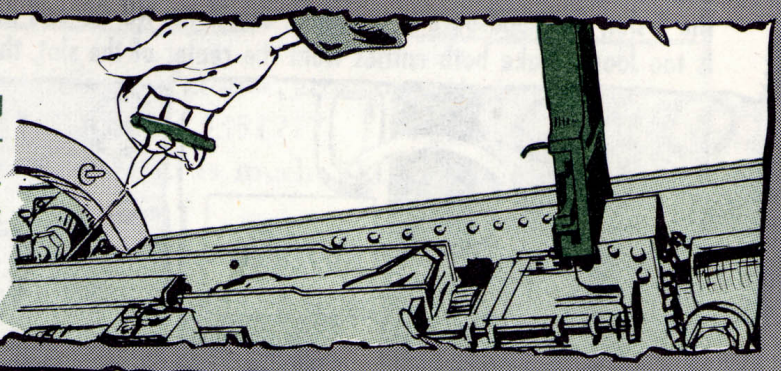
NO-GO end won't enter T-slot.



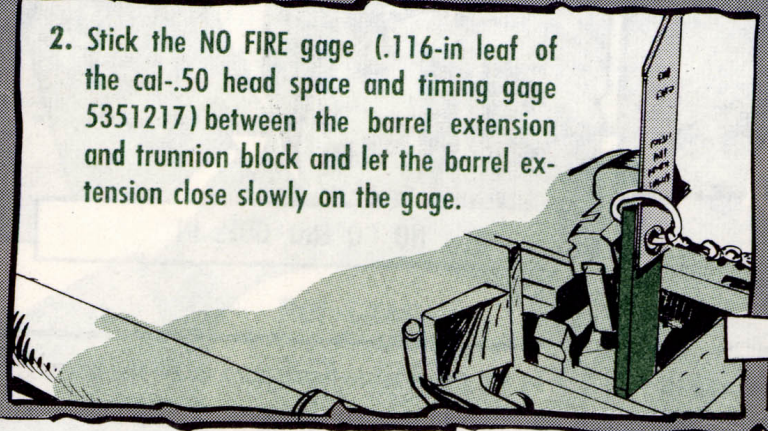
After the headspace checks out OK test your gun's timing. If the timing's too early the gun'll jam and if it's too late the barrel extension'll beat itself to death on the trunnion block during counter recoil.

TIMING

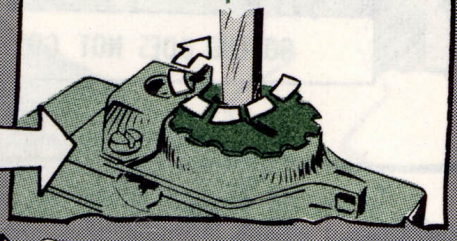
1. Cock the gun fully by retracting the recoiling parts and then letting 'em go forward into battery. Lift the cover and retract the bolt about ¼ inch.



2. Stick the NO FIRE gage (.116-in leaf of the cal-.50 head space and timing gage 5351217) between the barrel extension and trunnion block and let the barrel extension close slowly on the gage.

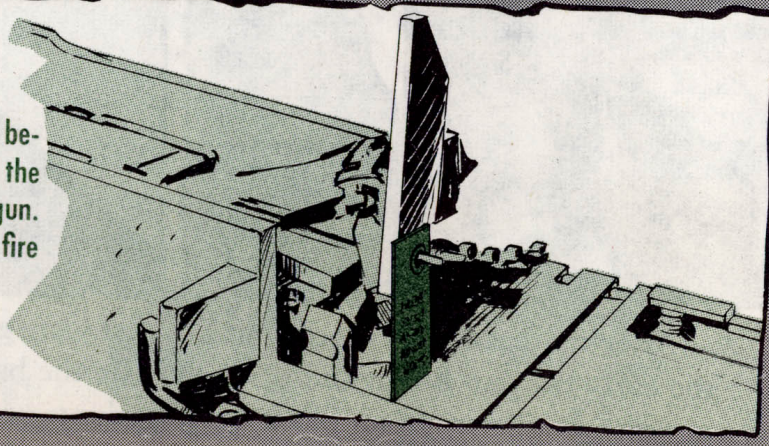


3. Turn the adjusting screw of the solenoid clockwise (to the right) till it stops.



4. Adjust the charger solenoid one click at a time counterclockwise (to the left) till the gun fires. Now repeat steps 2, 3 and 4 to make sure the gun fires on the first impulse. If it doesn't, keep re-adjusting till it does. Turn the solenoid adjusting nut back five clicks in the opposite direction, that is, to the right, and again repeat steps 2, 3 and 4 Now. Now try to fire the gun. It should **not** fire.

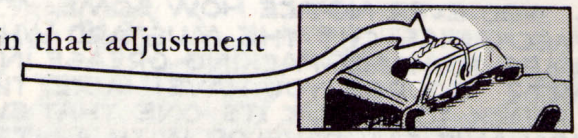
5. Put the FIRE gage (.020-in leaf) between the barrel extension and the trunnion block. Try to fire the gun. It **should** fire. As a double check, fire it again.



All things being equal, this system will time the gun so's the searing action will start about .090-inch out of battery and will guarantee that the sear of the gun bolt will be pushed far enough to release the firing pin before the bolt reaches in battery position.

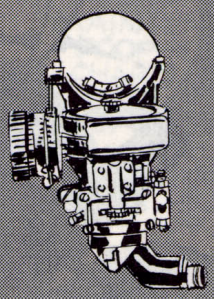
After you get through checking and correcting the timing and headspace, always doublecheck the function of the machine gun by hand, using dummy cartridges.

Lockwire the solenoid to make certain that adjustment will not change due to shock of firing.



YOUR SIGHTING SYSTEM

MARK 20 MOD 4 SIGHT — Check for loose mounting bolts and screws; dirty, dusty or smudged reflector (windshield) plate and upper objective lens; electrical wires that are frayed or loose and an electrical connector that's damaged, not screwed in tight or loosely clamped; blackened or loose lamps; inclinometer ball that's not positioned right; cracks or breaks in the reticle control knob; a knob that won't hold in position; torn or deteriorated crash pad.

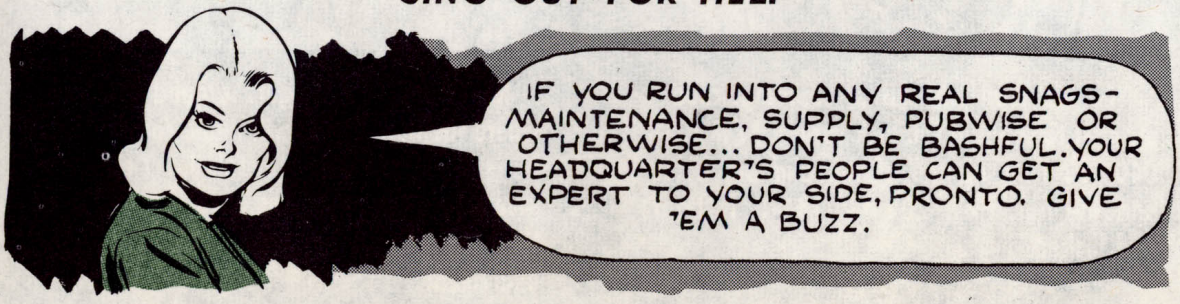


Put your sight through the paces and watch out especially for parallax and internal fogging. If the image shifts more than one mil in any direction when you sight it at 500 feet, your optical system's out of focus and the sight needs replacing.

Make sure you follow the scoop closely for getting rid of fogging. Especially, don't make the air valve gland nut too tight or you'll damage the valve seat. A safe way to do it is to tighten the nut as far as you can with your fingers, then give it an added ¼-turn with your wrench.

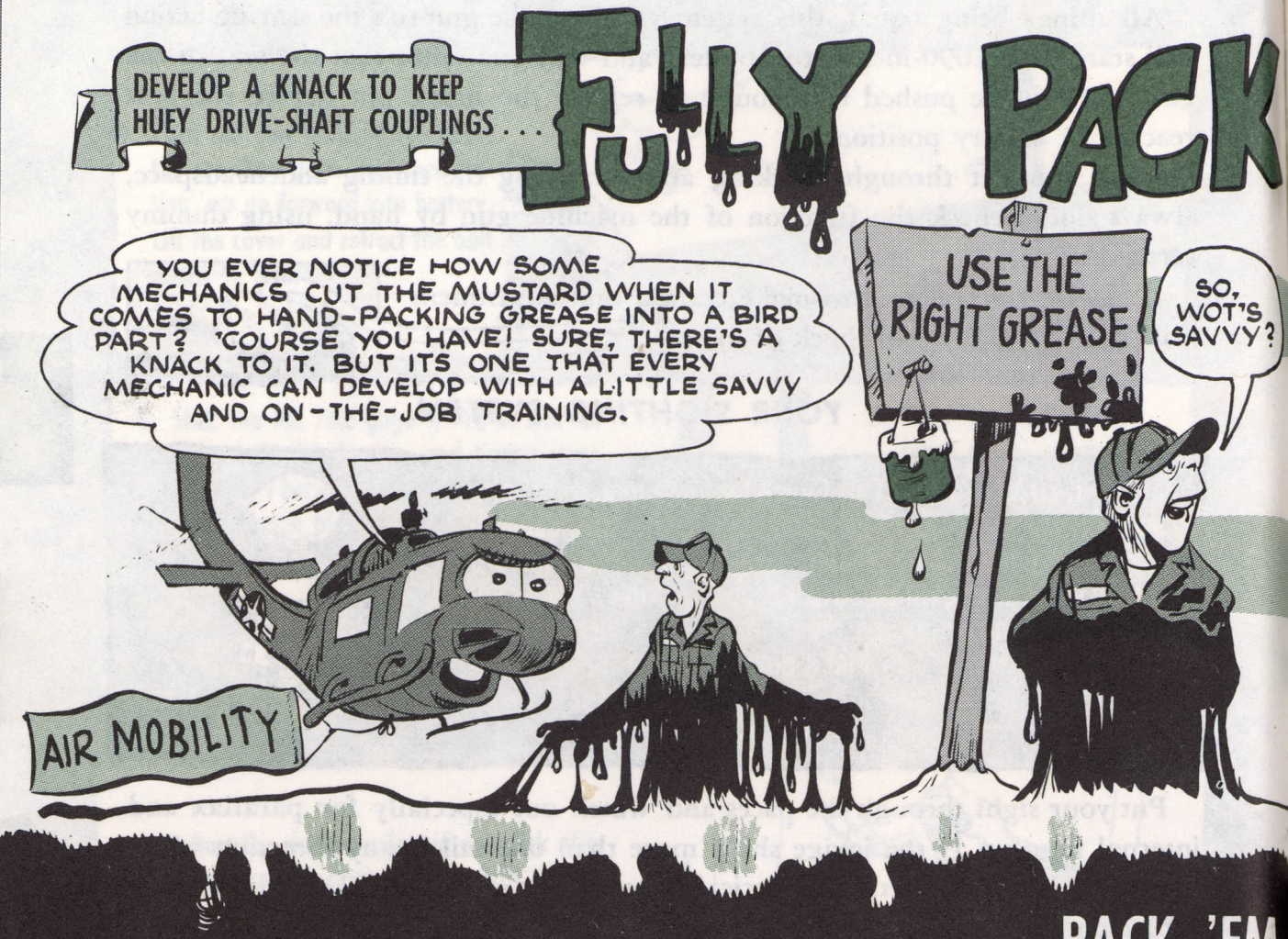
Fingerprints, accumulated water and oil smudges are the worst enemies of your sighting system's glass. Keep 'em on the run with constant checking and wiping. Alcohol, incidentally, is about the best stuff to use for smudges. It'll evaporate after the gook's gone . . . and it's safer to use.

SING OUT FOR HELP

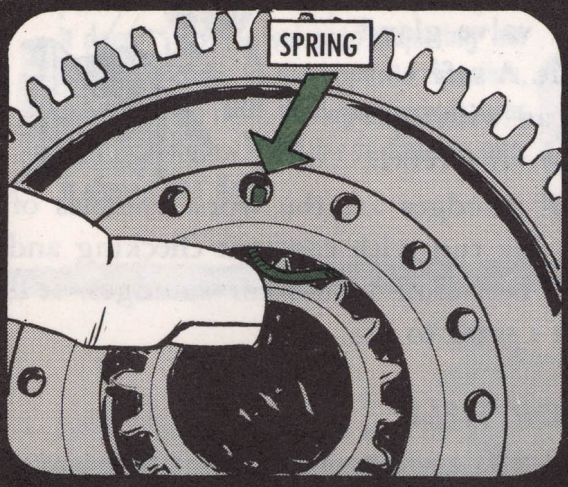


DEVELOP A KNACK TO KEEP HUEY DRIVE-SHAFT COUPLINGS . . .

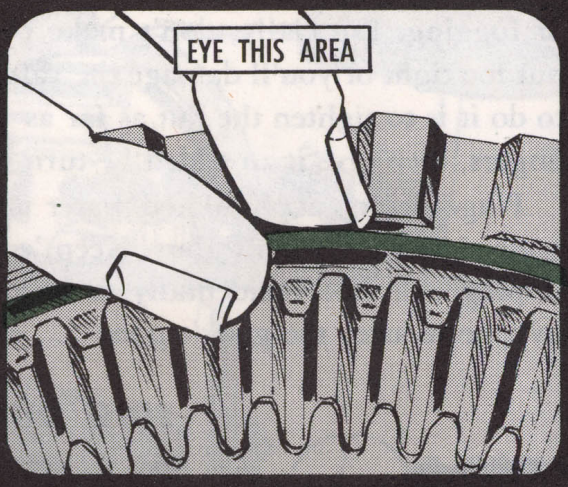
FULLY PACK



PACK 'EM



You can start with either coupling, checking first to see that the lock spring, P/N 204-040-183-1, is in one of the aligning holes and the nut, P/N 204-040-184-1, is tight and locked.

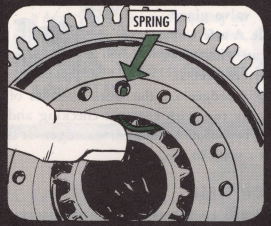


Next, run your fingers around the area where the new O-ring will make contact. Any burrs or sharp edges will cut the O-ring and give you a leak, so you have to get rid of them by using India stone, FF-214, fine or equivalent.

DEVELOP A KNACK TO KEEP HUEY DRIVE-SHAFT COUPLINGS . . .

FULLY PACKED!

PACK 'EM THIS-A-WAY



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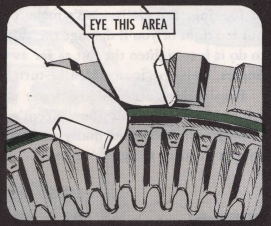

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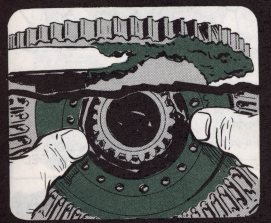
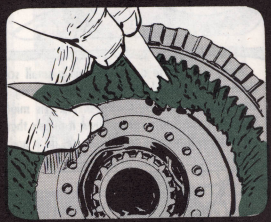


Reach for the grease can and put a layer on the bottom surface of the male coupling — like so.

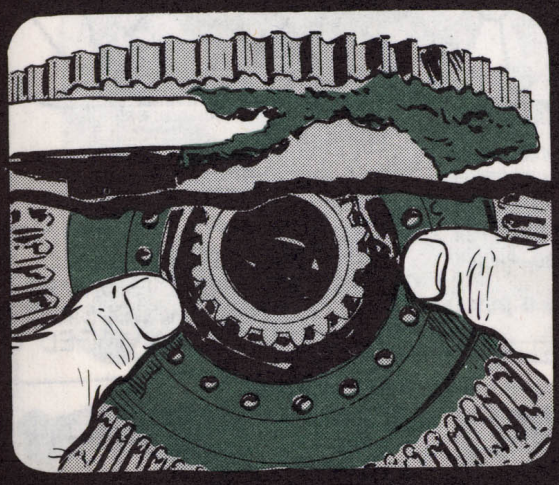
Put the male coupling in the female, pushing firmly until it bottoms.



Now, here's where OJT pays dividends. Put a solid coat of grease on the splines of the female coupling, using a spatula to work out all the air pockets.

MORE

THIS-A-WAY



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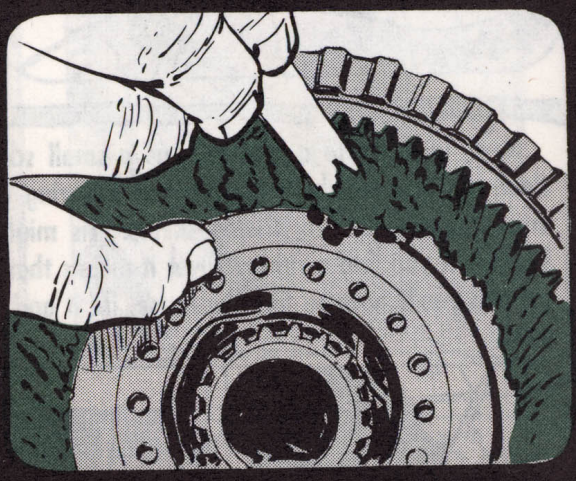
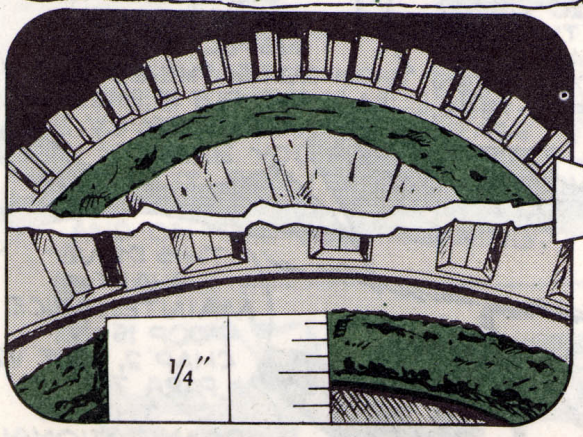


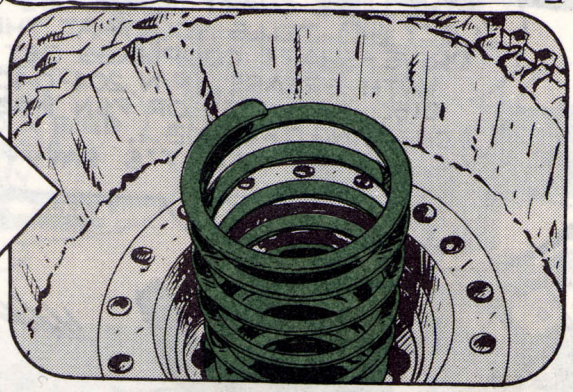
Now, here's where OJT pays dividends. Put a solid coat of grease on the splines of the female coupling, using a spatula to work out all the air pockets.

PS MORE

Add another coating of grease until you have a smooth-walled cylinder. The grease wall should be from 0.20 to 0.30 inch (¼ inch) above the top of the splines.



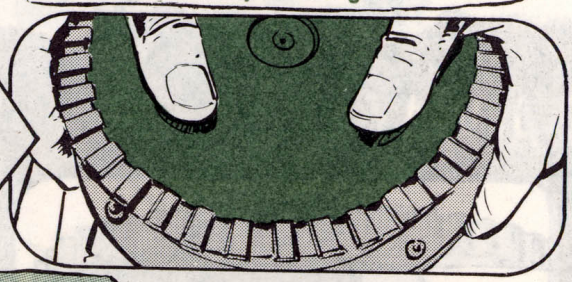
Next, put one of the centering springs in the center of the drive-shaft while the coupling is standing on end. This way you won't ruin the grease wall.



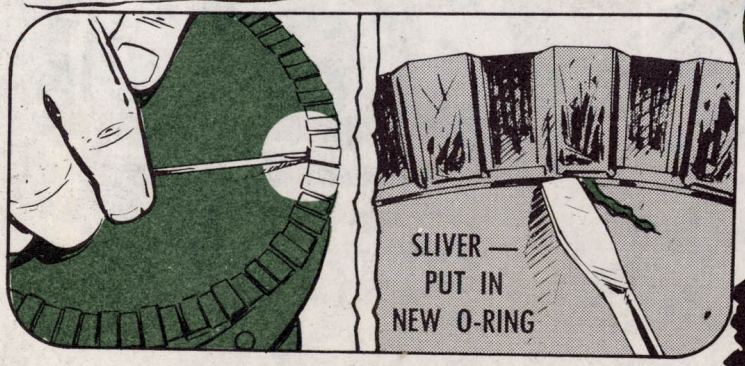
Put a new O-ring, P/N 204-040-640-1, on the retainer. Then carefully coat the O-ring with the same packing grease so that the retainer will go back easy-like.

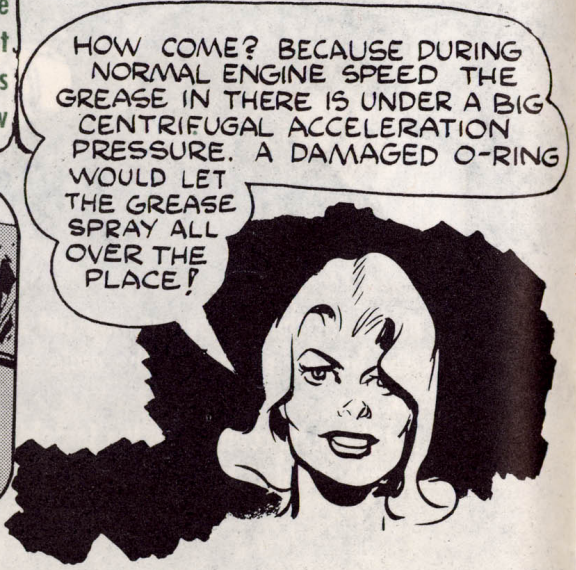
KEEP O-RING WHOLE

Put the retainer in the coupling, engaging the centering spring. Push gently with your thumbs until the O-ring is eased past the ends of the teeth on the outward face of the female coupling and it slides up the entry chamfer . . . steady as she goes.



Next, latch on to a tool such as a small screwdriver and clean the groove where the retainer lock-ring goes. Eye the area carefully for any O-ring slivers. 'Tis mighty important because if you find a rubber sliver it means that the O-ring is cut and you'll have to find the cause, fix it and put in a new one.





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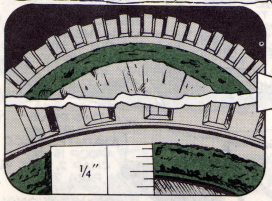

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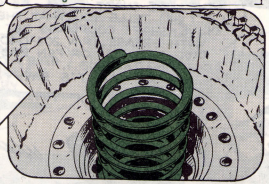

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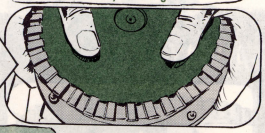

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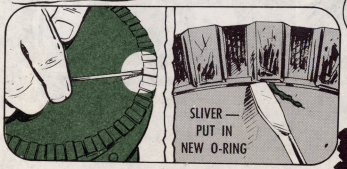
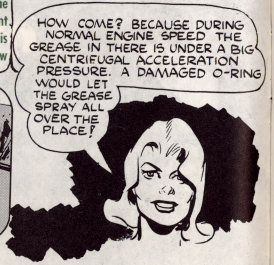
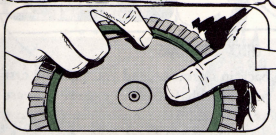




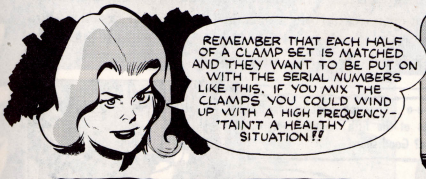
After you've wiped any excess grease off the outside of the coupling, make with the retainer lock-ring.

So much for the one coupling. You pack the other one the same way, sure 'nuff.

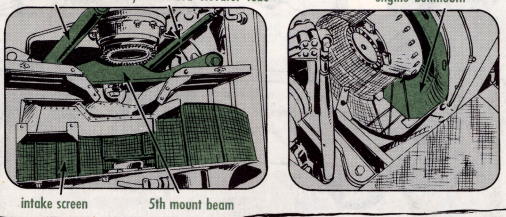


CLEAN UP

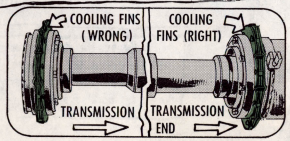
When you put the drive-shaft back in your beast, be sure to eye the grooves in the coupling clamp set. If they're dirty or have grease in them, make with your trusty rag . . . bright 'n' shiny will do the trick.



Next, wipe off all dirt and grease that might be on the



With the **cooling fins at the transmission end,** ease the drive-shaft into place. Slide the face splines over each other. Be sure you don't compress the shaft more than necessary or you'll force grease out around the micarta seal rings.



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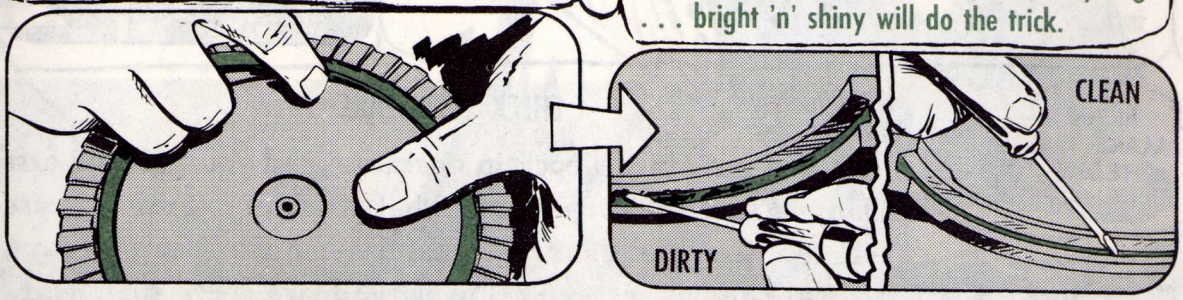

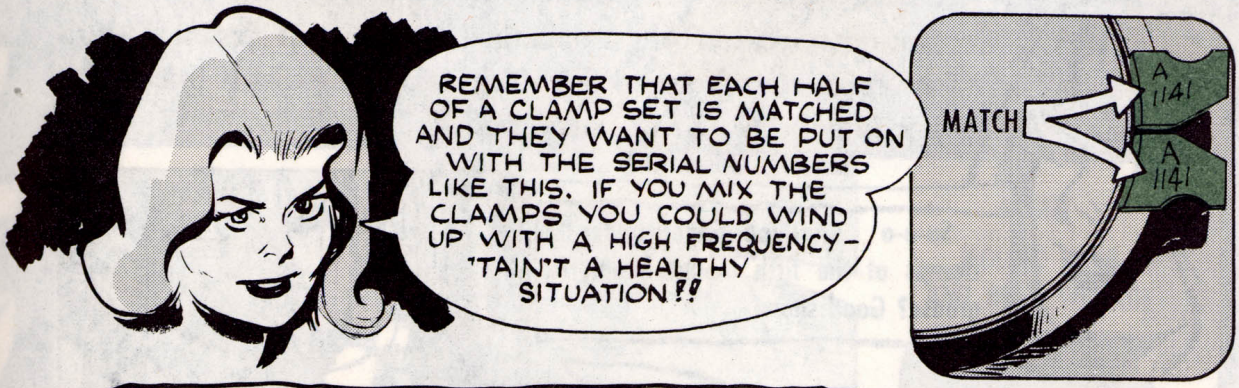

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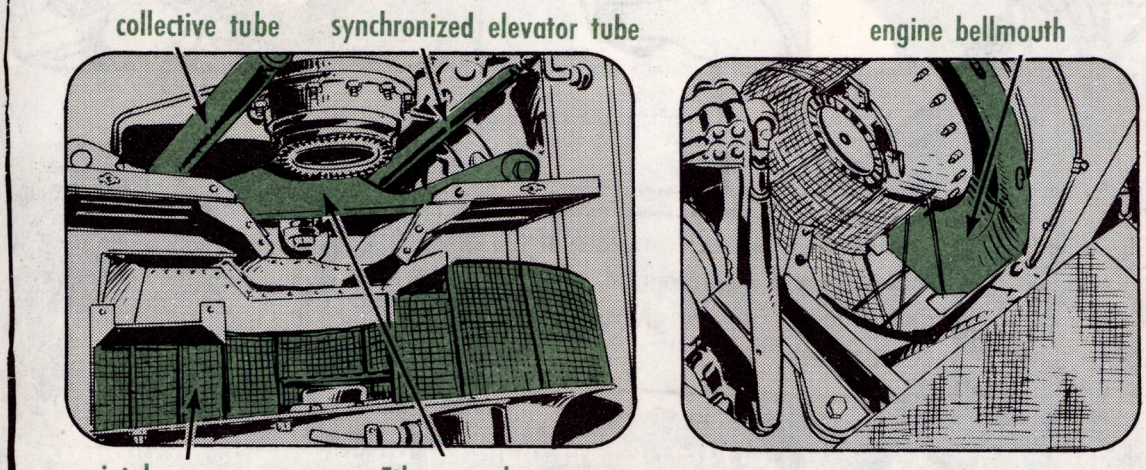

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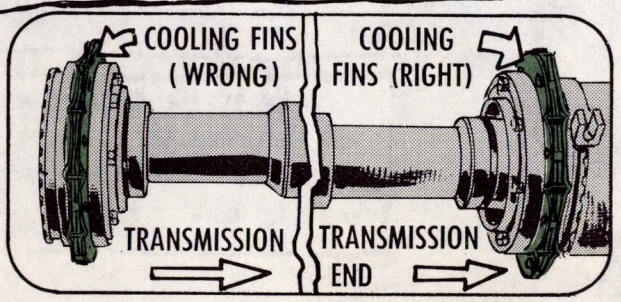
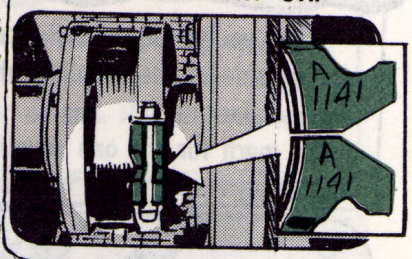


PS MORE

Snap the two clean, matched clamp sets in place at 90-degrees around the shaft from each other. The clamps should fit snugly and stay in place without the bolts. When you put the bolts in and tighten the nuts evenly to 100-130 inch-pounds, be sure you keep an equal gap at the ends of the clamp set within 0.030 inch (1/32 inch).

CHECK FOR RIGHT GAP



NOW MAKE THESE CHECKS TO FINISH TH' JOB.

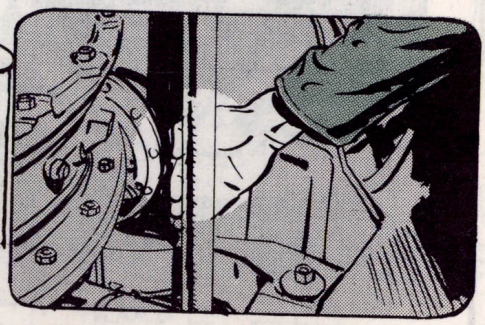
CHECK FOR LEAKS

When your bird's back in operation and you pull the first Daily be sure you eye the drive-shaft area for excessive grease leakage, just like the organizational maintenance pub says.

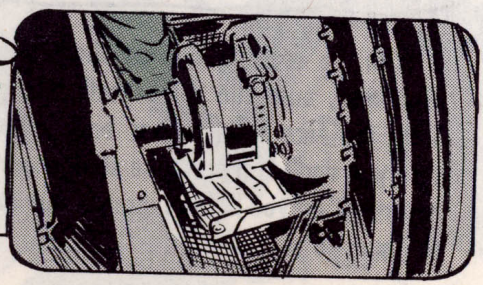
If grease has sprayed all over the place check the clamps first-off. Grease from a damaged O-ring will first flow into the clean clamp due to centrifugal force. If this happens you put in another O-ring, sure 'nuff.

So-o-o . . . run your fingers under the clamps at the fifth mount beam. No grease? Good show!

Next, wipe the inside surface of the collective and synchronized elevator control tubes. Still no grease? You've got it made!

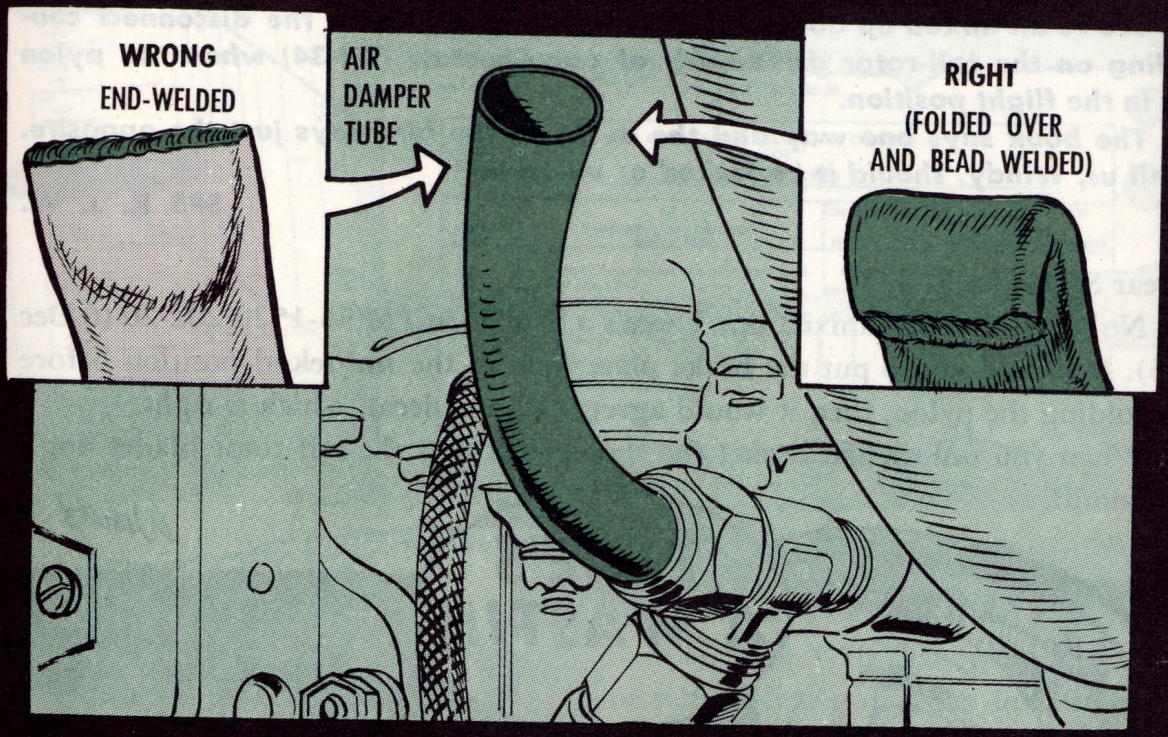


Finally, eye the engine screen in line with the clamps. Dry as a bone? You've arrived, man! You've got savvy and a knack for packing grease.



ABOUT THOSE DAMPER PROBLEMS . . .

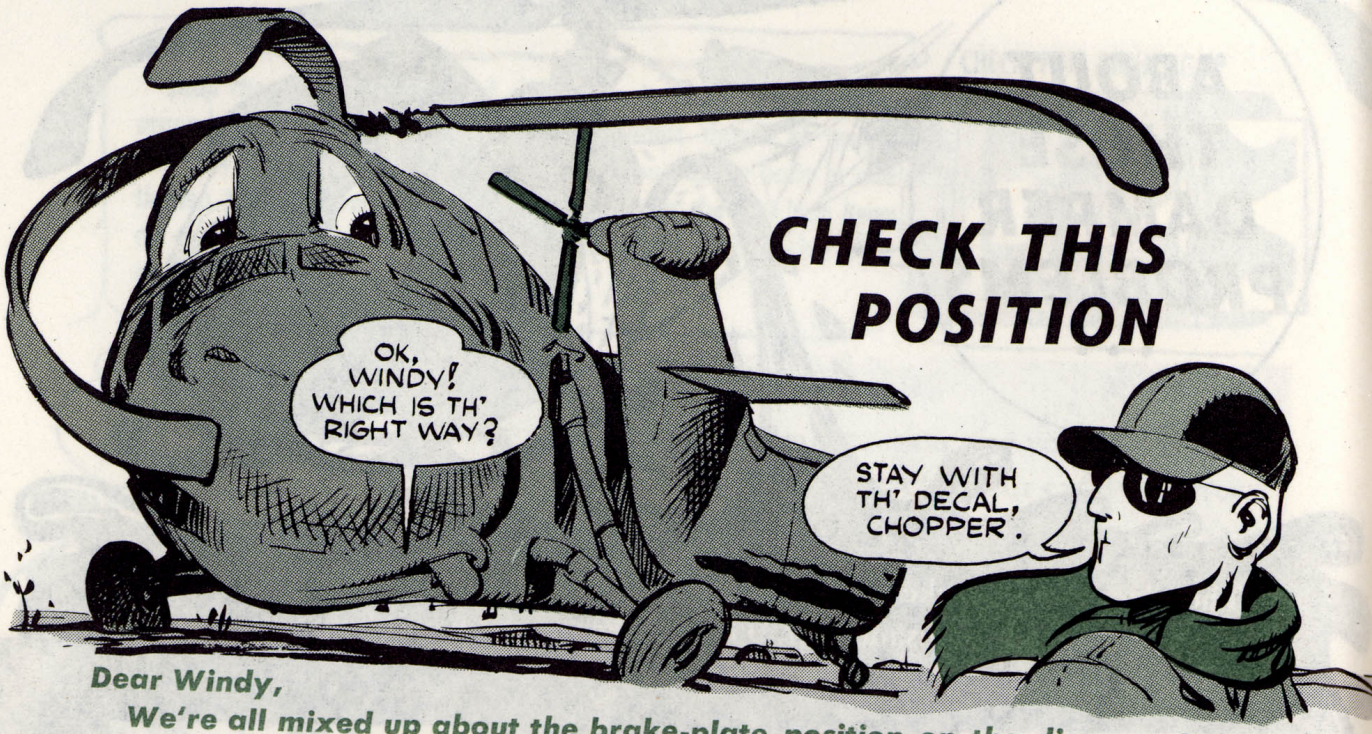
The place **not** to strike oil is in a Sioux (OH-13E or G) while you're flittin' around at umpteen thousand feet. The gusher you get won't help your financial standing a bit.



To head off a possible oil problem take a real close gander at the air damper on your bird's engine oil-pump outlet line. Make sure the tube isn't just pressed together and welded across the end. It oughta be folded over and bead-welded like it says in Change 1 (8 Jun 65) to MWO 55-1520-204-34/17. In some cases where the tip of the tube wasn't folded and welded, it popped open, and you can guess what happened.

Yessir-e-e, a gusher in the sky!

So-o-o-o . . . If you spot a tube welded at the end, check with support about getting a new one.



CHECK THIS POSITION

Dear Windy,

We're all mixed up about the brake-plate position on the disconnect coupling on the tail-rotor drive-shaft of our Choctaw (CH-34) when the pylon is in the flight position.

The book says one way and the decal on the bird says just the opposite. Tell us, Windy, should it be locked or unlocked?

SP5 R. J. W.

Dear Specialist R. J. W.,

No wonder you're mixed up. There's a booboo in TM 55-1520-202-20 (6 Dec 63). It should say to put the brake plate lock in the **unlocked** position before unfolding the pylon, then it would agree with the decal, which is right.

When you unlock the brake, tho, be careful that the tail rotor blades don't windmill.

Windy

If you haven't installed those webbing retarders (62B-4407) on your MD-1 and MD-2 aircraft safety belts to prevent slippage through the adjuster plates, hop to it! MWO 55-1680-200-20/1 (7 Jun 65) says to get it done soonest.

"MAC" HAS THE ANSWER

Dear Windy,

I'm confused! Does the manual number shown with some inspection items on aircraft preventive maintenance inspection cards indicate the level of maintenance that can pull the inspection?

For example: TM 55-1520-205-20-PMP, Sequence No. 4.3, Rotor surfaces for damage in excess of allowable limits (TM 55-1520-205-35).

What gives?

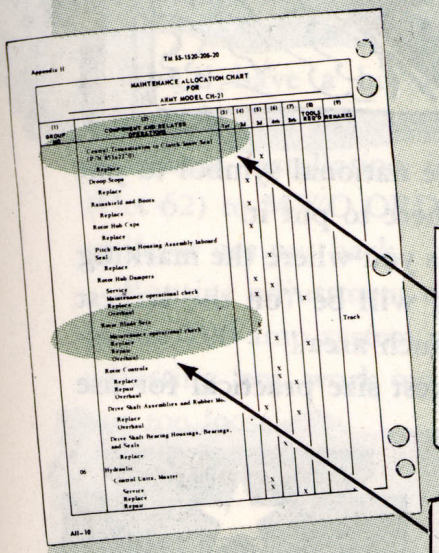
CWO W. J. B.

Dear Mr. W. J. B.,

The pub reference on the inspection card does not necessarily tell you who can make the check.

In most cases the pub reference gives a description of the item, instructions for correcting deficiencies, or specific limits of inspection.

The maintenance allocation chart (MAC) in your organizational maintenance manual is still your guide on who does what.



Appendix II TM 55-1520-205-20

MAINTENANCE ALLOCATION CHART FOR ARMY MODEL CH-21

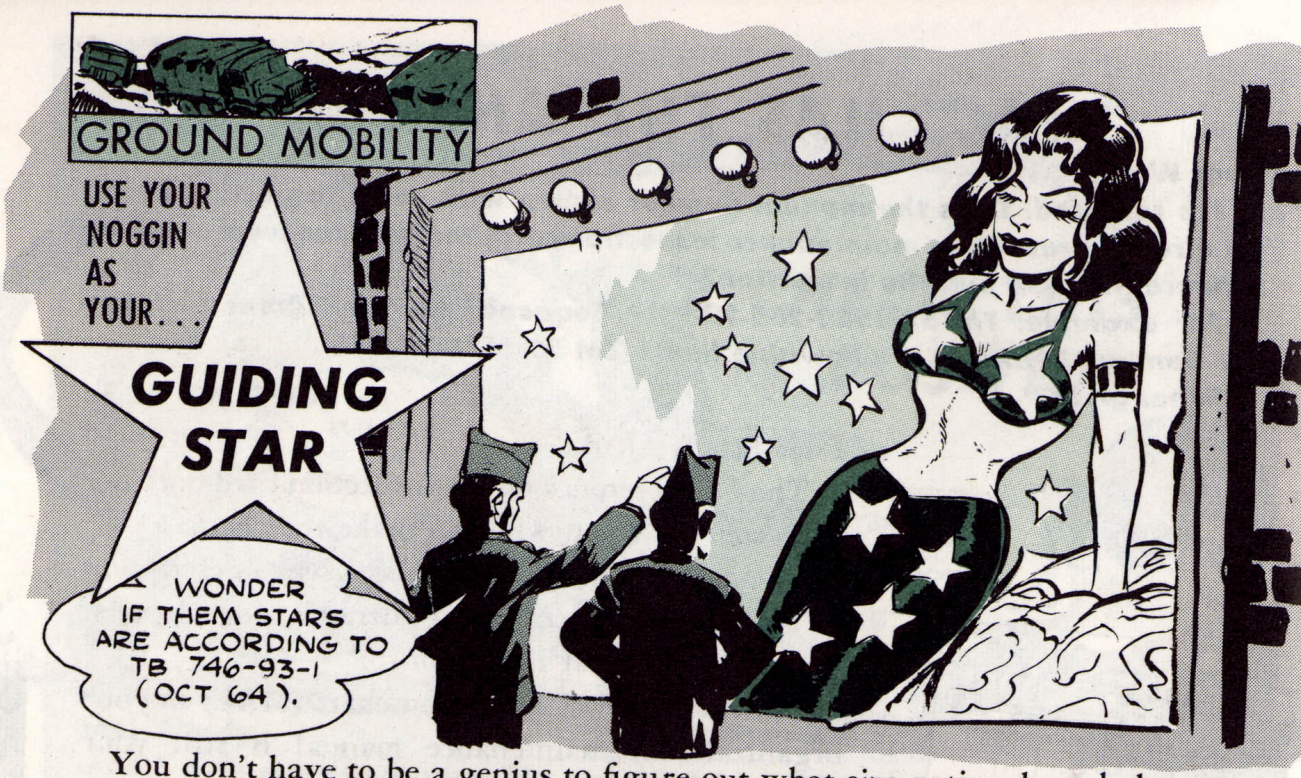
(1) GROUP NO	(2) COMPONENT AND RELATED OPERATIONS	(3) 1st	(4) 2d	(5) 3d	(6) 4th	(7) 5th	(8) TOOLS REQ'D	(9) REMARKS
	Central Transmission to Clutch Inner Seal (P/N 853x2270)							
	Rotor Blade Sets		X			X		
	Maintenance operational check		X					Track
	Replace		X					
	Repair			X				
	Overhaul					X		

Windy

NO USED STUFF

Wait one! Will that used cotter pin or self-locking nut you're installin' endanger the aircraft and crew if it failed? Could be! And if you have any doubts, toss it out and use a new one.

TB 55-1500-200-20/3 (1 Mar 65) says you never reuse self-locking nuts or cotter pins in the flight control systems, rotor, transmission and engine mounting systems, or any single-bolted structural joint which has a load on it.



You don't have to be a genius to figure out what size national symbol to put on your truck or trailer or other equipment—and where to put it.

Look on page 32 of TB 746-93-1 (Oct 64) . . . it tells you where the marking will "normally" be located. And it says the marking will be "on the largest regular area and as near as possible to the center of such area."

Then see where it says the symbol will be "the largest size practical for use in the available space."

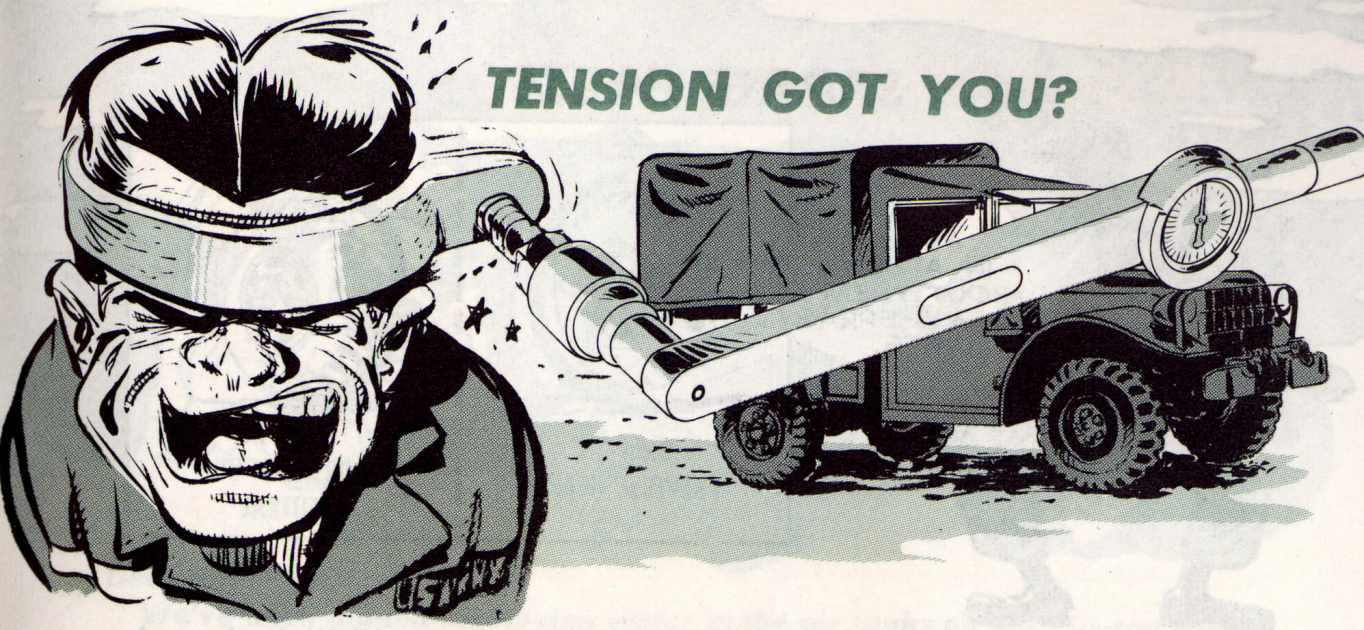
DECALS — FASTER AND NEATER THAN PAINT

Drawings of several different pieces of equipment and the dope in Table A, Appendix 1, also guide you in picking the right size and location of the markings.

The M104 1½-ton cargo trailer, f'rinstance, is the same general design as the M416 ¼-ton cargo trailer. The M104 isn't listed in the Appendix, but the ¼-ton job is, and the appendix shows you how many stars to put on, what size they are and where you put 'em. So you follow the same pattern on the bigger trailer—except you use "largest size practical," the 10-in stars.

You can paint 'em on, but it's faster, easier and neater to use star decals. You can get that 10-in star for the M104 trailer by asking for: Marker, pressure sensitive adhesive, white, STAR 5-POINT, FSN 7690-329-1215.

Prices and FSN's for all sizes of star decals are on page 3 of SC 7690-ML (Sep 65).

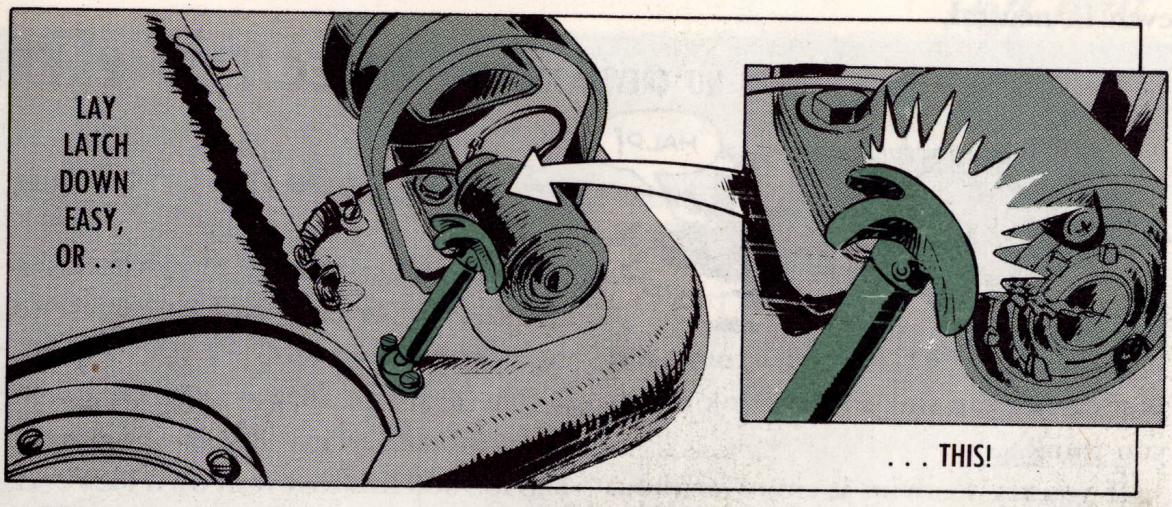


TENSION GOT YOU?

You'll have a big headache trying to use the torque wrench method of adjusting your M37-series ¾-ton truck's fan belts if you wait till the 100-amp generator installation is all done. The belt adjustment spelled out in Ch 3 (Oct 62) to MWO ORD G741-W12 has to be done before the fan shroud and radiator are put back.

Routine adjustment of the belts is by deflection—a half-inch. If the belts in the 100-amp system seem to vary slightly in tension the next time you go to adjusting 'em, work out an average in the deflection so they're neither too tight nor too loose.

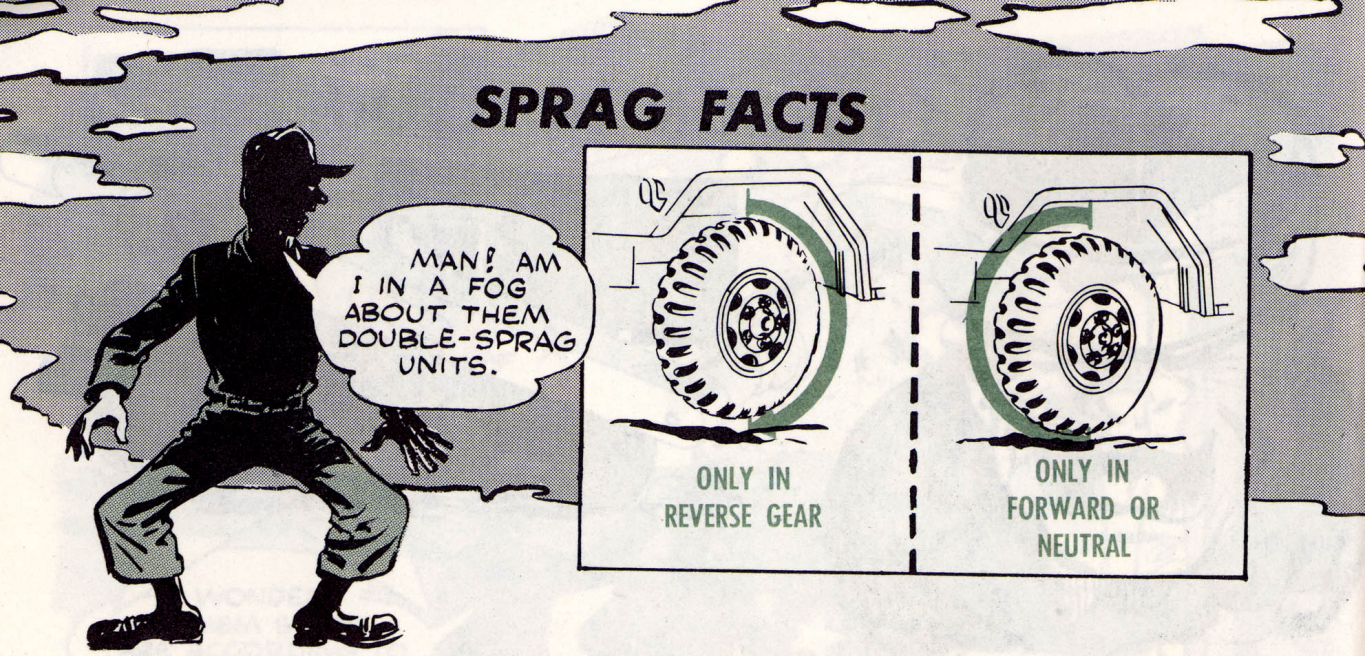
EASY DOES IT



No matter how rugged it is, any piece of Army equipment can be damaged or ruined by rough handling. So you want to lay those hood latches down easy on your new M151 ¼-ton truck or you'll smash the lenses on those sporty-type turn signals.

If you do break a lens, get a new one in the repair kit, FSN 2590-754-4113.

SPRAG FACTS



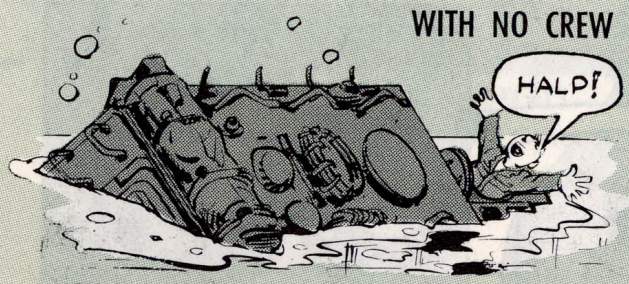
Confoozin' but not amoozin' are some of the claims and beliefs about the double-sprag unit in your G742-series 2½-ton truck.

So blow away the fog by flipping open your TM 9-2320-209-20 (Apr 65) to pages 266-268. Get the facts on how to tell when your sprag unit needs adjusting and how to go about making the adjustments.

This'll clear the haze on which way a jacked-up front wheel should turn if the sprag unit is properly adjusted. It's just this simple — the wheel should turn backward only when the transmission's in reverse. And when the transmission's in low gear, the wheel should turn forward but not backward.

That's enough to know, but it's also a fact that the wheel should turn forward — but not backward — when the transmission's in any forward gear or even in neutral.

WITH NO CREW ABOARD . . . CHECK THE TRIM



Your M577A1 (diesel) command post carrier can sink in the drink unless you think.

If you try to swim it empty without the crew and radios in place, it lists so far to the right that the engine air intake and exhaust air grilles are nearly at the water line.

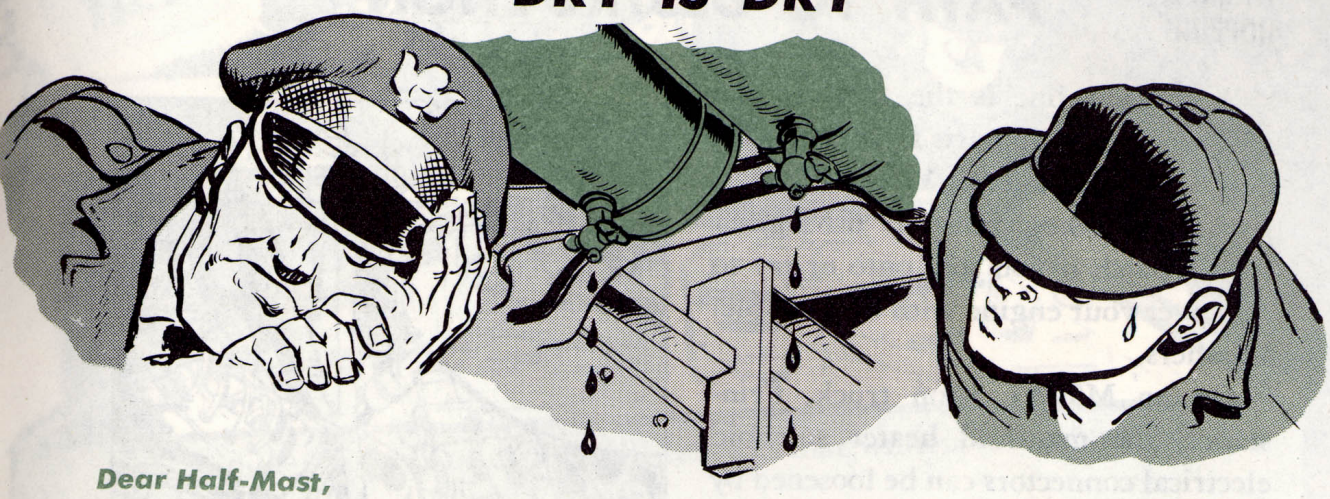
The same thing goes for the gasoline-powered M577 except it won't list quite so much.

You either have to have the crew and the radios on board or ballast to take their place.

There are so many radio combinations (40 different ones ranging from 128 to 1060 lbs) that your own M577A1 has to get an individual adjustment for trim. The vehicle commander is the one to see that the carrier is trimmed up right.

Position the crew and equipment to

DRY IS DRY



Dear Half-Mast,

We've been gigged for having water in the air tanks on our 2½-ton trucks after we've drained them. If the tanks are drained and then the valves closed, we can still get a few drops of water a few minutes later.

How much water is allowable? Is it possible to drain the tanks completely dry?

CWO R. E. P.

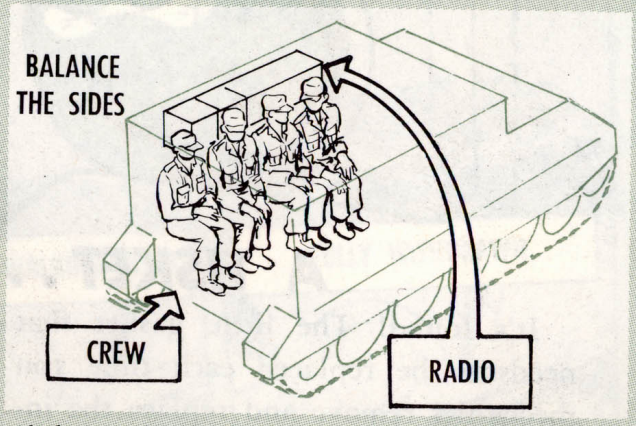
Dear Mr. R. E. P.,

Condensation which accumulates as water within the air reservoir for a period not longer than 24 hours is not considered harmful to the equipment and is therefore allowable.

It's to be expected that water will accumulate in the tanks during operations, but complete drainage once a day is enough.

Half-Mast

BEFORE YOU SWIM



get the best side-to-side trim and then add ballast where you need it.

With no enemy in sight, the crew rides on top of the vehicle to the left rear during a water crossing. If the Bad Guys are slinging lead, then the crew rides inside with the seats installed on the side that gives the best balance.

If you want the front of the carrier to ride higher in the water, put heavy stuff like gear and hefty crew members in the rear.

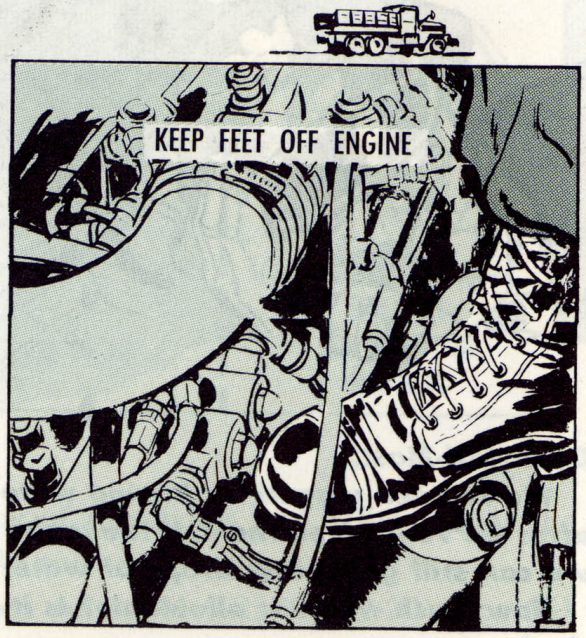
For best maneuvering, your carrier's right and left sides should be even in the water. Get everything balanced right and your M577A1 will ride like an M113 in the water.

ENGINE HOPPING . . .

PATH TO DESTRUCTION

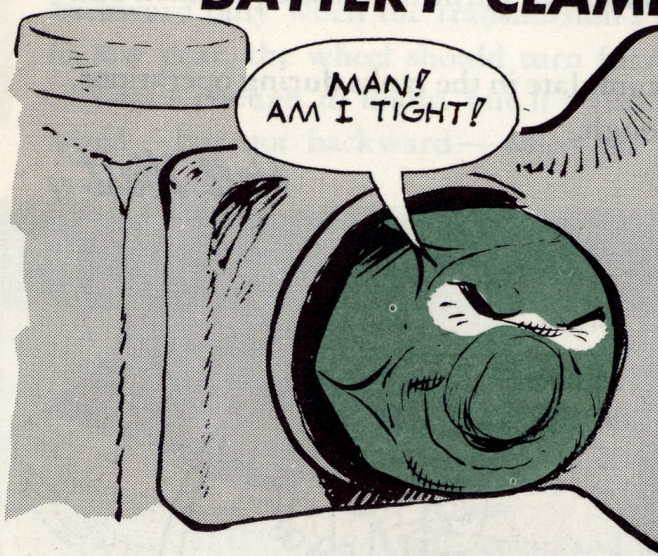
A straight line is the shortest distance to messed up parts in your truck's engine compartment. You'll leave a path like a hog rompin' through a turnip patch if you step onto or try to step over your engine with those apple-smashers.

On an M54A1 5-ton truck, f'rinstance, the manifold heater solenoid electrical connectors can be loosened by a tick of your toe — if you don't happen to mash 'em first. Loose is bad enough, because moisture'll get in and louse up the works — then, no assist when cold weather makes your diesel engine stubborn.



So take the long way and go around the engine — in any vehicle.

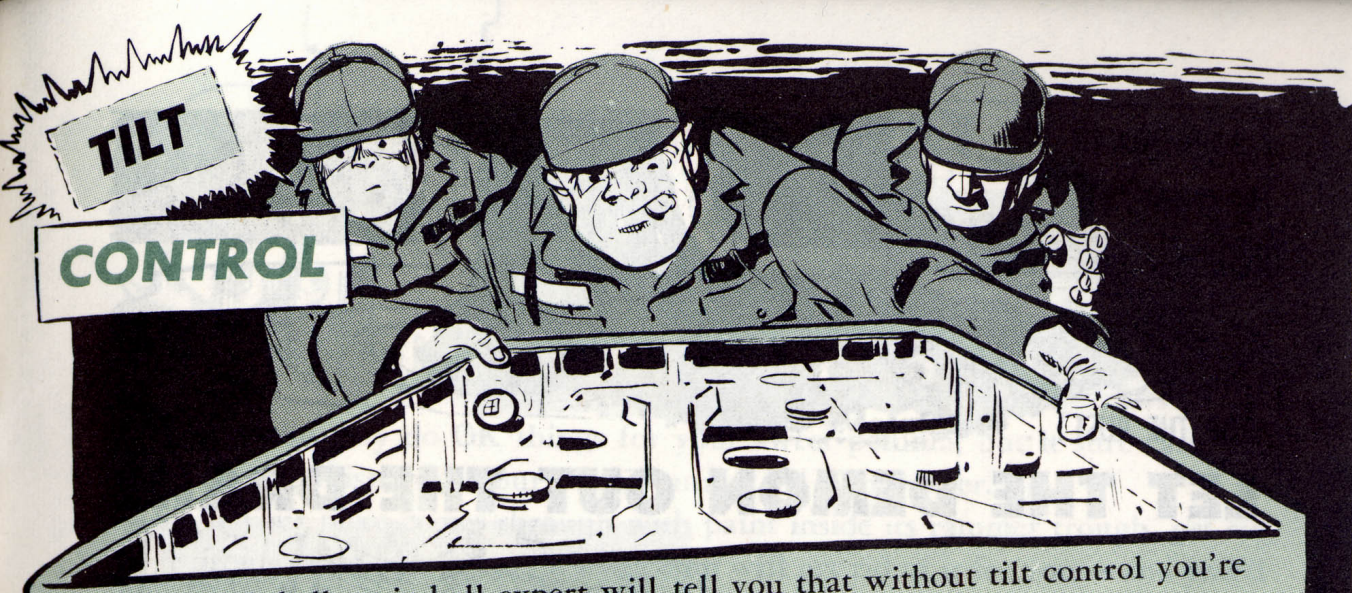
BATTERY CLAMP CLAMP DOWN



Some CMMI teams are clamping down on loose battery clamps and terminals. This is 'cause a loose electrical contact could start a serious fire. Even if this never happens, a loose contact reduces the voltage and is hard on the starter motor and the regulator. So-o-o-o, clamp down on the clamps and terminals before the inspector does. But don't make with too much muscle. Too tight is as bad as too loose.

A TISKET . . . A GASKET

It's found! The little gasket that needs to be replaced each time you mechanics remove and replace the in-tank fuel pump on any of your 2½-ton or 5-ton multi-fuel trucks. Just ask for Gasket, Intank Fuel Pump, FSN 2910-269-3464 (Part No. 10917063).



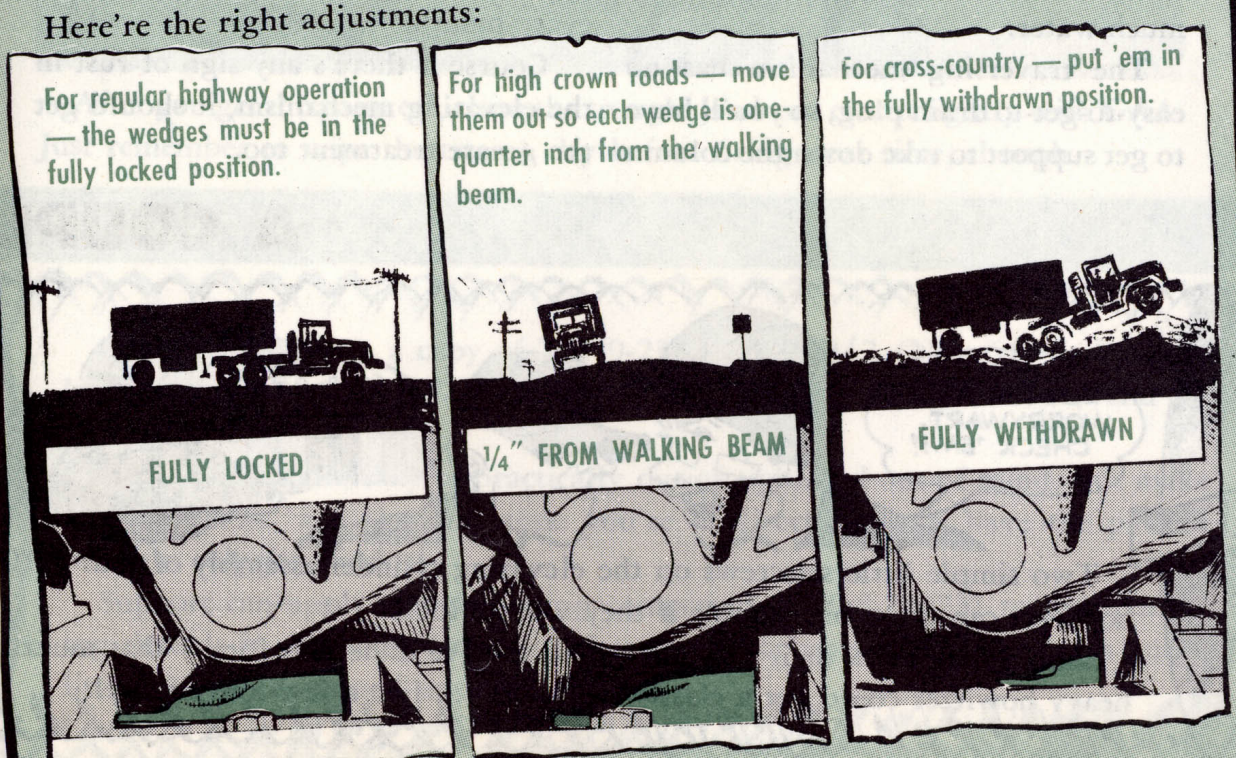
Any rathskeller pin-ball expert will tell you that without tilt control you're playing a losing game.

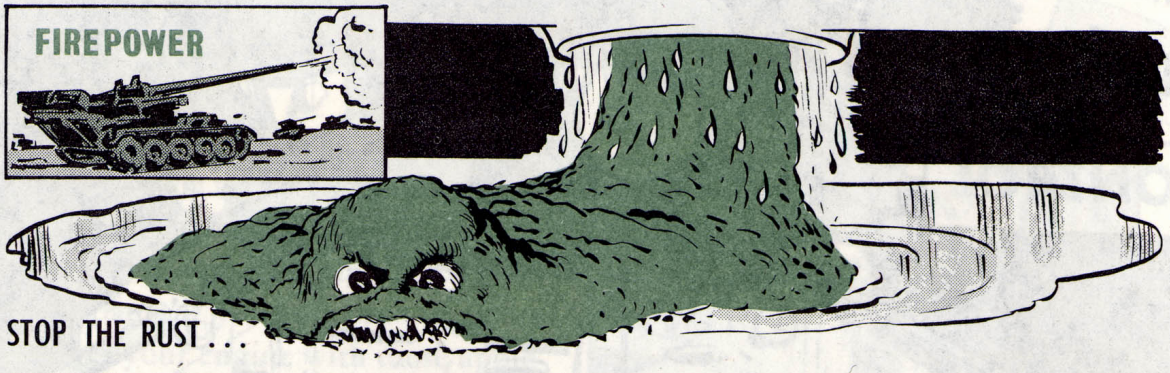
That goes double, and in spades, for 5-ton truck-tractor drivers who roll hitches over high-crown roads and cross-country terrain.

To control sidewise tilt on the M52, M52A1 and M52A2 truck-tractors, two adjustable wedges are built into the fifth wheel. This set-up is made so that wedges can be moved and set according to the roughness or crown of the road you expect to travel.

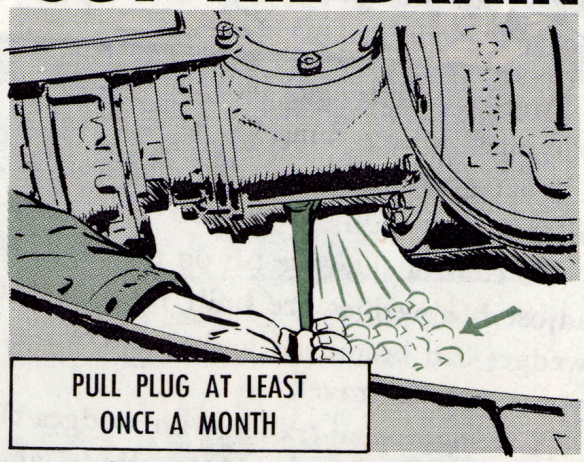
Towing a semi-trailer with wedges that are not adjusted right will wear out and damage the rocker beam shafts and bushings. And it makes for tougher steering.

Before hitching a semi, set the fifth wheel wedges for good tilt control. Here're the right adjustments:





LET THE DEMON OUT THE DRAIN



Rust — that red demon — is bent on destroying the elevating and traversing drive assemblies of your M107 and M110 howitzers, and will if you give him half a chance.

So head him off at the drain!!

There's a drain plug right under the elevating drive assembly on both weapons that you can pull in a wink with just about any kind of 1-in wrench. This plug should be pulled at least once a month, and more often if there's much water.

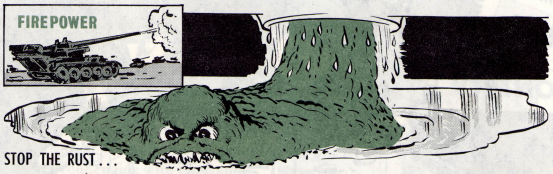
The traversing mechanism has no easy-to-get-to drain plug, so you'll have to get support to take down the column assembly and housing, dry it good and put a light coat of grease (GAA) on the gear teeth. This ought to be done every month.

'Course if there's any sign of rust in the elevating mechanism, it should get the grease treatment too.

A COUPLE

Two simple little setscrews on the elevating cylinder assembly of your M109 howitzer can cause big trouble if they vibrate loose.

Should they work their way out — and they've done it before — that muzzle-heavy howitzer could get a classic let down . . . like a few tons of steel.



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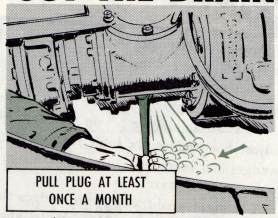

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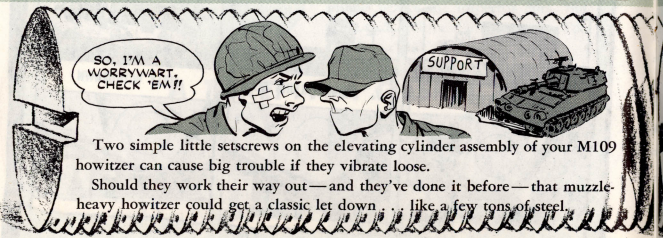
A COUPLE OF JEWELS



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Get your hands on a copy of TM 9-2350-217-25P/2 (Nov 64) and take a look at page 124, fig. 97. The jewels are items 15 (P/N 588711) and 16 (P/N 127782).

On your weapon, they're practically out of sight and out of mind. But make a mental note, and the next time you're at direct support, have the pair of possible culprits checked.

Support can apply a little sealing compound (MIL-S-22473) to the remaining threads in the hole of the eye after the setscrews are torqued down and a little sealing compound applied to them.

UNPAINT IT FIRST

A li'l paint may do OK things for your sweet petunia, but it sure can foul up the firing mission of your M107 gun or M110 howitzer.

So, if your piece comes through with paint inside its rammer trough, get rid of it pronto. Else, the projectiles you ram will get rid of it for you — and you'll be sorry.

Each round will carry bits of paint into the chamber and breech rings where they'll give you trouble with seating projectiles and closing the breechblock — and your booming operation might become a blooming fizzle.

After you get the paint off, clean the trough good and coat it lightly with GAA. Just remember to wipe the trough dry before firing next time, though.

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A selected list of recent publications of interest to Organizational Maintenance Personnel. This is a list compiled from recent Adjutant General's Distribution Center Bulletins. For complete details see DA Pam 310-4 with latest changes.

TECHNICAL MANUALS

TM 1-250, C2, Sep, Principles of Fixed Wing Flight.
TM 3-4240-255-14, Sep, Mask, Protective, Tank, M25A1.
TM 5-3431-219-15, Aug, Welding Set, ARC, Inert, Gas Shielded, DC 115V Linde SWM-9-A1.
TM 5-3810-225-15, Aug, Crane Shovel, 20 Ton, ¾ Cu Yd, Gas Eng, Gar Wood M122.
TM 5-3895-264-15, Sep, Heater, Hot Oil, 2,100,000 BTU/HR Output, Asphalt, 900 GAL/HR Output, Min 12 Drum, Skid mtd.
TM 9-1005-224-12, Sep, M60 Machine gun.
TM 9-1090-201-12, Sep, Subsystem XM16.
TM 9-1400-461-12P Sep, GML M22.
TM 9-1410-302-12P/1, Sep, Sergeant.
TM 9-1430-268-15P/2, Sep, Nike-Herc, Nike-Herc (Imp).
TM 9-1430-375-15P/2, Sep, Pershing.
TM 9-2320-213-10, Aug, M274, ½-Ton Platform Tk.
TM 9-4935-305-12P/1, Sep, Sergeant.
TM 9-4935-306-12P/7, Sep, Sergeant.
TM 9-4935-503-15P/2, Sep, Hawk.
TM 55-1100-205-12-6, Sep, OH-13.
TM 55-1100-205-12-18, Sep, O-1A.
TM 55-1510-203-10, Aug, U-6.
TM 55-1510-203-20P, C4, Sep, U-6.
TM 55-1510-204-20, C1, Oct, OV-1.
TM 55-1510-206-20P, C1, Sep, CV-2.
TM 55-1520-203-20, Jul, CH-37.
TM 55-1520-206-10CL, C1, Aug, OH-23.
TM 55-1520-209-20, C2, Sep, CH-47.
TM 55-1520-210-20P, C1, Sep, UH-1.

LUBRICATION ORDERS

LO 5-3895-259-20, Sep, Dryer Mixer, Bitu, Concrete Mat. GED, Wylie PM-415-Mil, Wisc Eng MVF4D.
LO 5-4310-227-15, Jun, Compressor, Air, 15cfm, Champion Pneu Mach Co, OEG-458-ENG-1; BMW-452-ENG; BMW-452-ENG-1.
LO 9-2350-215-12, Aug, M60 series tank.
LO 9-2350-224-12, Aug, M48A3 Tank.
LO 10-3930-242-12-1, Oct, Tk, Lift, Fork, DED, Rough Terrain, 6000 Lb Cap, Anthony MLT 6.
LO 10-3930-242-12-2, Oct, Tk, Lift, Fork, DED, Rough Terrain, 600 Lb Cap, Anthony MLT 6.

MODIFICATION WORK ORDERS

MWO 9-1400-461-30/1, Oct, GML M22.
MWO 9-2350-215-20/28, Oct, Tank, Combat, 105-MM Gun, M60A1, 3-Round Ammo Rack.
MWO 9-2350-215-20/29, Oct, Cal. .50 Machine Gun Tank Commander's Cupola M19: New machine gun access door hold open lock bracket.
MWO 9-2350-217-30/4, Oct, Howitzer, Med, SP, 155-MM, M109, Installation dowel pin between pan sight spt and trunnion spt bracket.
MWO 55-1510-202-34/9, C3, Oct, O-1A.
MWO 55-1510-204-34/73, Sep, OV-1.
MWO 55-1510-206-34/71, Nov, CV-2.
MWO 55-1520-204-34/32, C2, Nov, OH-13.
MWO 55-1520-209-34/74, Sep, CH-47.

TECHNICAL BULLETINS

TB 9-1000-200-15/7, Sep, EIR, Maint. Digest, 4th Qtr FY 65.
TB 9-1400-300-12/1, Sep, Sergeant.
TB 9-1400-500-12/2, Sep, Hawk.
TB 55-1520-205-20/6, Nov, CH-21.
TB 750-92-10/37, Oct, Calibration Procedure For: Test Set 4935-444-9696 Nike-Hercules, Improved Hercules.
TB 750-931-1/2, Aug, EIR Digest, All Rotor Wing.

MISCELLANEOUS

AR 735-35, Oct, Logistics Responsibilities, Functions, Procedures.
DA Cir 750-13, Oct, Error Analysis Submittal of Equip Maint Requests and Records.
FM 17-36, Oct, Divisional Armd, Air Cav Units.
FM 44-98, Oct, Air Defense Arty, Engagement Simulator, Guided Msl Sys Radar Sig Simulator, AN/TPQ-21 (HAWK)
FT 155-AH-2, Jul, Cannon, 155MM Howitzer M126, Howitzer, Med, SP, 155 MM, M109.
SB 3-30-1, Oct, Ammunition: Serviceability Lists.
SC 4910-95-CL-A74, Sep, Tool Kit, Autmv Maint: Orgnl Maint, Common No. 1 (4910-754-0654). Tool Kit, Autmv Maint: Org Maint, Common No. 1 MAP Only (4910-919-0098).

MORE TRAFFIC LIGHT PUBS

Here's the latest list of available Equipment Serviceability Criteria TM's. Check it out — if you need any — get the word to your Pubs section for prompt action.

TM 9-1025-200-ESC/2, Aug, M123A1 Howitzer.
TM 9-1090-201-ESC, Sep, Subsystem XM16.
TM 9-2320-211-ESC/2, Aug M62, M543, 5-Ton Wrecker.
TM 9-2320-211-ESC/4, Aug, M246, 5-Ton Wrecker.
TM 9-2320-211-ESC/5, Aug, M51, 5-Ton Trk.
TM 9-2320-211-ESC/10, Aug, M51A2, 5-Ton Trk.

REPRINTS

Listed here are older publications that are freshly available as a result of reprinting. Order copies on DA Form 17.

TM 3-4230-204-15, Sep, 63, Decontaminating Apparatus, port, DS2, ABC-MU.
TM 3-4240-223-25P, Jun 62, Mask, CBR, Tank, M14A2.
TM 5-2330-216-15, Feb 65, 2½-ton chassis trailer.
TM 5-2410-212-15, Dec 63, Tractor, Allis-Chalmers HD6M.
TM 5-2420-200-15, Sep 63, Tractor, Cat 830M.
TM 5-3805-210-20P, Aug 63, Grader, Road, Huber-Warco 4D.
TM 5-3815-205-15P, Dec 61, Bucket, dragline, Yaun Model A.
TM 5-4120-209-20P, Nov 62, Air Cond, 60,000 BTU, Carrier 76D1.
TM 5-4120-224-15, Jan 64, Air Cond, trk mtd, Air-A-Plane AX 747.
TM 5-4310-209-15, Jun 59, Compressor, Air, 15 CFM, Curtis CVG-969-A-ENG-1.
TM 5-4310-247-15, Apr 65, Compressor, Air, Joy RPV 250 OC20MS1.
TM 5-5232, Dec 52, Briggs & Stratton engine, N, NP, NPR-1, 39D, NPR-4D, NPR-1: 39D.
TM 5-6115-234-20, Aug 60, Generator Set, DED, 15 KW, AC, Winpower D-15H18M.
TM 5-6115-239-20, Aug 60, Generator Set, 45 KW, AC, Consolidated Diesel Elec 4070.
TM 5-6115-262-25P, Mar 64, Generator set, 0.5 KW, Hamilton AF50-1A08-2.
TM 5-6115-270-20P, Jun 61, Generator set, GED, 3 KW, Hollingsworth JHGW3B.
TM 5-6115-273-15, Jan 62, Generator Set, DED, 60 KW, AC, Cummins JS-6-G-60KW.
TM 5-6115-276-15, Mar 63, Generator set, GED, 12 KW, Kecko Industries EG-2.
TM 9-1005-223-12, Feb, 65, M14 Rifle.
TM 9-1025-200-20P, Feb 64, 155-MM Towed Howitzer.
TM 9-2330-211-24P, Jan 62, 5-Ton Trk, G774 series.
TM 9-6015, Mar 53, Aiming Posts, M14, M41 & M43.
TM 11-898, Jan 56, Radio Receivers R-108, R-109, R-110.
TM 11-5840-203-15, Jun 58, Power Supply PP-674A/TPS-1D.
TM 11-6625-507-12, Aug 62, Signal Generator AN/USM-44.
TM 55-1520-210-ESC, Jul 64, UH-1D.

MISCELLANEOUS

FM 6-3-1, Apr 64, M18 Gun Direction Computer.
TB 55-1510-203-34-1, Jul 64, Wing Strut Fittings.
TB AVN 25-8, Feb 62, Spark Plug Servicing.

JOE'S DOPE
THE SUPPLY MAN
This is the story
Of Spec-4 McGraw —
All lean and alert,
With clean-shaven jaw.
A type with the "stuff" —
And it's all GI —
A troop whose chosen
Career is Supply.
Supply, he knows, must
Be sharp and steady
To keep the "line-types"
Real Combat Ready.
SUPPLY
MCGRAW
US ARMY
AR735-35
29

With parts pubs on tap —
and all up-to-date —
Supplies he orders
are never too late.

BUDDY! I'VE GOT TO KEEP UP TO DATE...WE USE THE **CAOSL** TM9-2300-223-20P FOR AUTO-TANK EQUIPMENT AND TH' -20P TM'S FOR OTHER STUFF...LET'S ALSO KEEP OUR EYE ON DA PAM 310-4 AND DA PAM 310-6, SO I **KNOW** WHAT'S NEW!

The AR he knows
from first page to end —
Indeed when in need
he's everyone's friend.

OF COURSE, I KNOW THE SOP... IF YOU NEED IT, WE'LL GET IT... JUST LEAVE IT TO ME (AND AR 735-35).

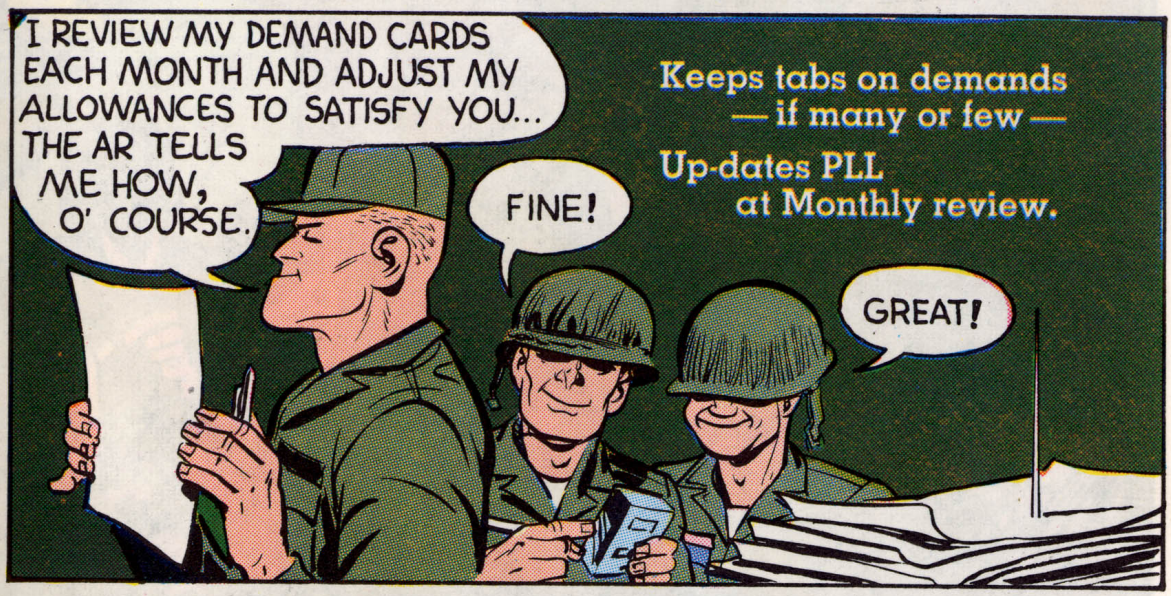
HEY, MAC... GIVE ME A HAND... WHAT'S THE **DX*** AND "AS REQUIRED"** SOP?...WE NEED THINGS FAST.

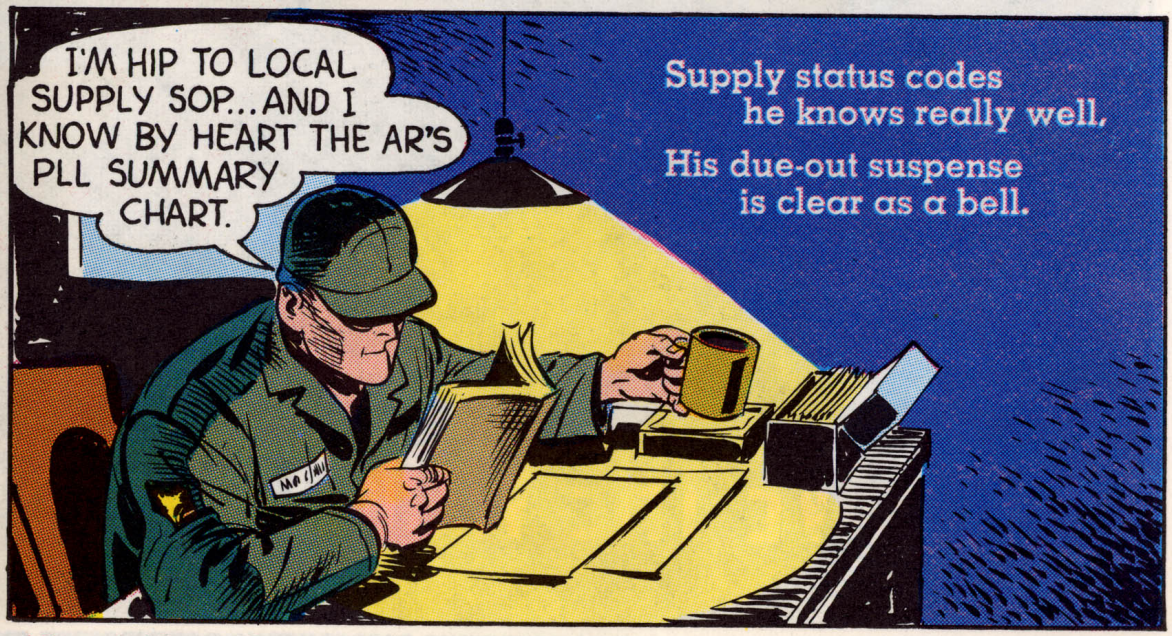
AR 735-35

He's right up to snuff:
yes, PLL-wise —
His 15-day load
is just the right size.

MY PLL*** AUTHORIZES A 15-DAY LOAD, BUT **YOUR** DEMAND CAN CHANGE THE ALLOWANCE **FOR** ANY ITEM.

* Direct Exchange
** Items Ordered As Needed
*** Prescribed Load List





* Record of Demands

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULL

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

QUIPMENT . . . *Take care of it*

LETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

He keeps bins and shelves
so well stocked and neat—
At finding small things
he just can't be beat.

LESSEE... IT SHOULD BE RIGHT... HERE!

WOW!

Protects all his parts
from dirt, rust and goo,
As well as from guys
with fingers of glue

WHY DONTCHA UNWRAP 'EM...? SO YOU KIN SPOT 'EM EASIER.

NEVER! THE PROTECTIVE WRAPPING KEEPS OUT MOISTURE AND AIR DAMAGE.

Takes care of his pre-printed
cards like gold...
Not one has a wrinkle,
spindle or fold.

McGRAW! THESE CARDS APPEAR LIKE NEW! AMAZING...

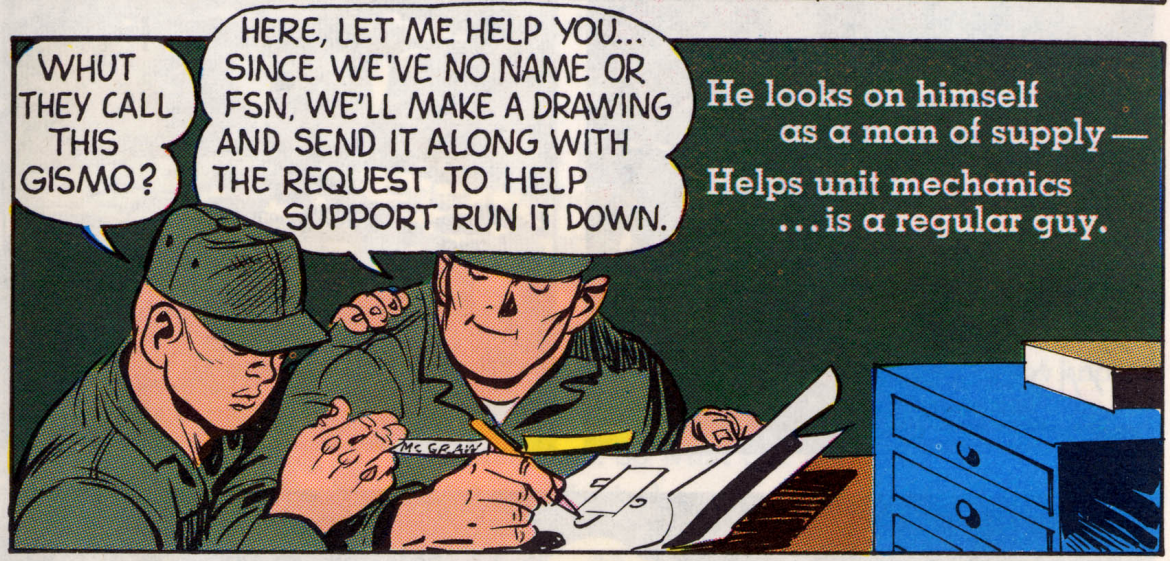
JUST DOING MY JOB, SIR... THEY'RE SAFE IN MY VISIBLE FILE!

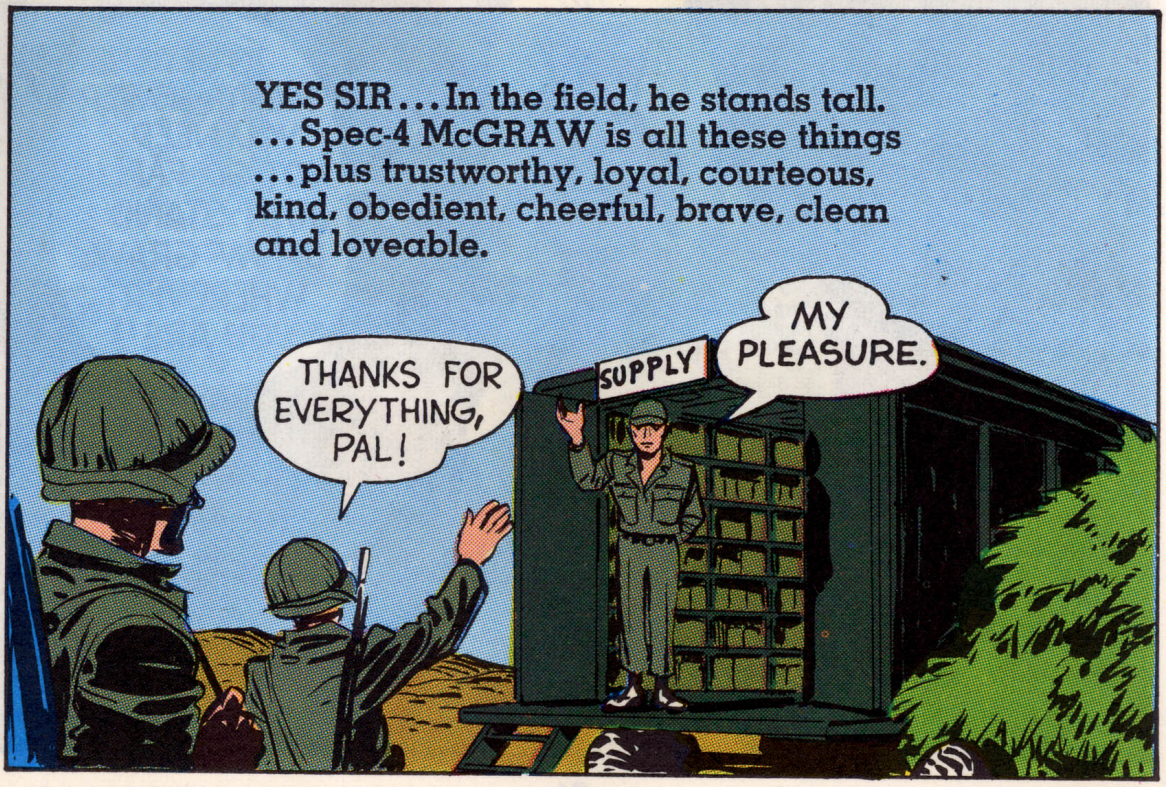
Keeps track of requests
on his 2064*
A hot-type shot, this
Spec-4 McGRAW

RIGHTO-SGT... GOT IT RIGHT HERE ON THIS DOCUMENT REGISTER. YOUR REQUEST GOT A HOT UND** AND IT'S DUE TODAY.

* Document Register

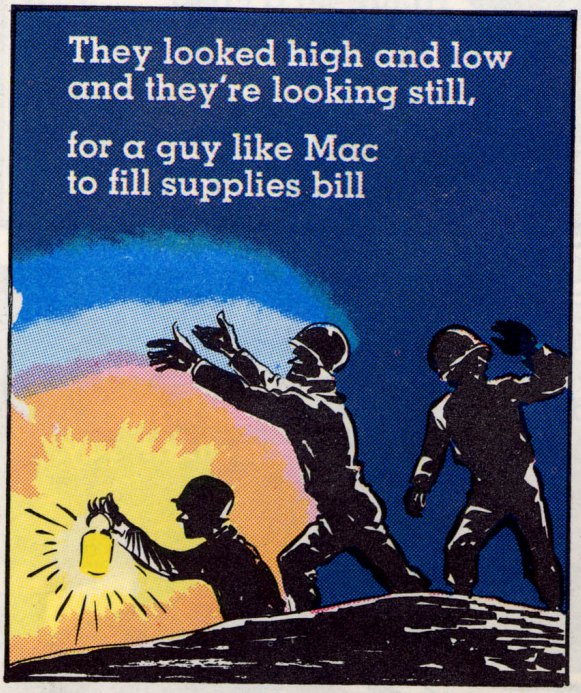
** Urgency-Of-Need Designator

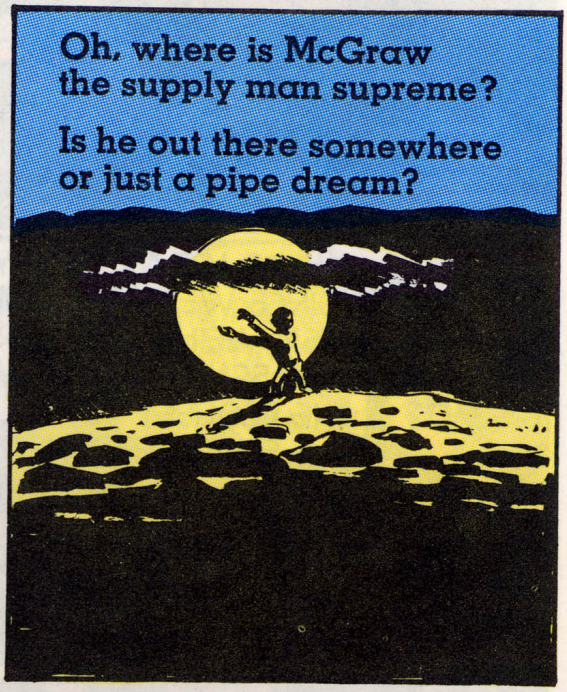




* DA Form 2028 Recommended Changes to DA Publications

Was MAC just a legend, a creature of mind?
All units tried hard for his type to find!!





KEEPING BOOK ON UNIT PROPERTY

Your job is second to none . . . and, don't let your buddies forget it!

What makes your soft spot so ever-loving honorable?

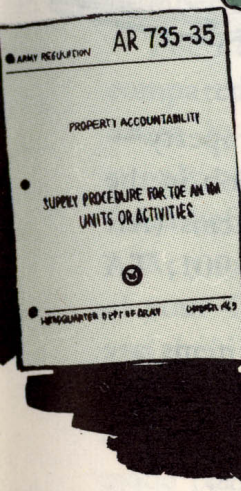
Well, how long can any outfit stay ready to go if it doesn't know, at all times, what it's authorized, what's on hand, what's not, and who's using what . . . and where?

It's as simple as that! Keeping tabs on supplies and equipment is vital "readiness" business.

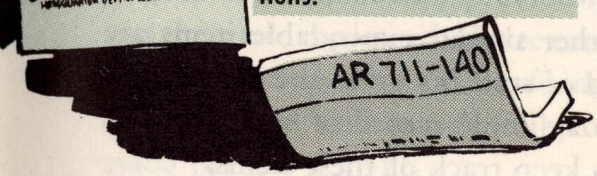
And being chief tab-keeper calls for special know-how. Right?

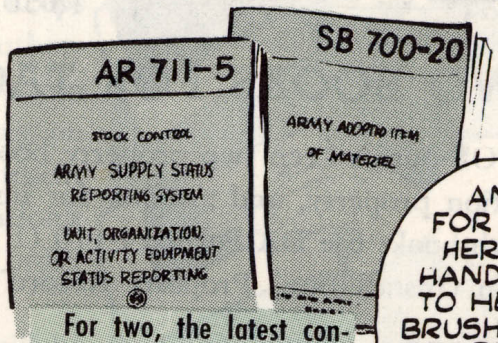
True. True. So what else is new?

A heck of a lot!



For one, there's a brand new AR 735-35 (25 Oct 65) "Supply Procedures for TOE and TDA Units, or Activities", and, the new AR is loaded with step-by-step instructions, examples and illustrations.





For two, the latest consolidated list of reportables is AR 711-140 (1 Jan 65).

Supply status reporting is covered in AR 711-5 (20 Sep 65) and its Change 1 (27 Sep 65). The new line item numbering system is laid out in SB 700-20 (Jun 65). Note: New authorization documents (TOE's, TA's, etc.) and local SOP's will provide scoop on LIN changes.

MORE

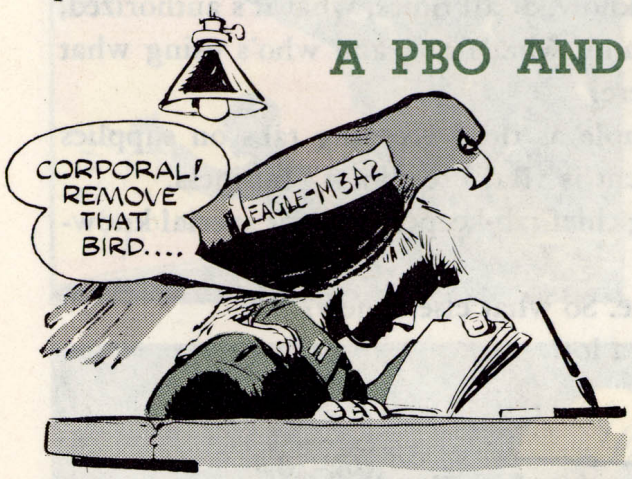
DA PB SOP

First off, you enter in a property book (PB) all of your non-expendable property — and the expendable, reportable items authorized in Sect III of your TOE, or authorized by TA's, and listed in AR 711-140.

The property book record is normally kept at the parent organization. The parent outfit, in turn, sets up hand-receipt issue to the companies, batteries, platoons, sections and individuals.

Separate property books are OK'd for units separated from their parent organization and, of course, for units organized as independent outfits.

A PBO AND A PB CODE



A property book, natch, is kept under the eagle eye of a property book officer (PBO), who is appointed by the CO responsible for the property. The orders naming the PBO identify the property book by the unit identification code (UIC), which comes from AR 18-50.

TWO BOOKS FOR TACTICAL TOE'S

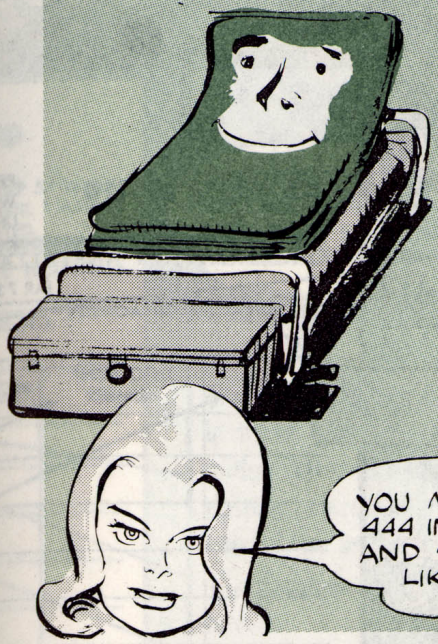
Tactical TOE outfits keep two property books — one for organization property, and another for installation property. Both books use DA Form 14-110 (1 Mar 62), "Organization (Installation) Property Record".

ORGANIZATION PROPERTY BOOK

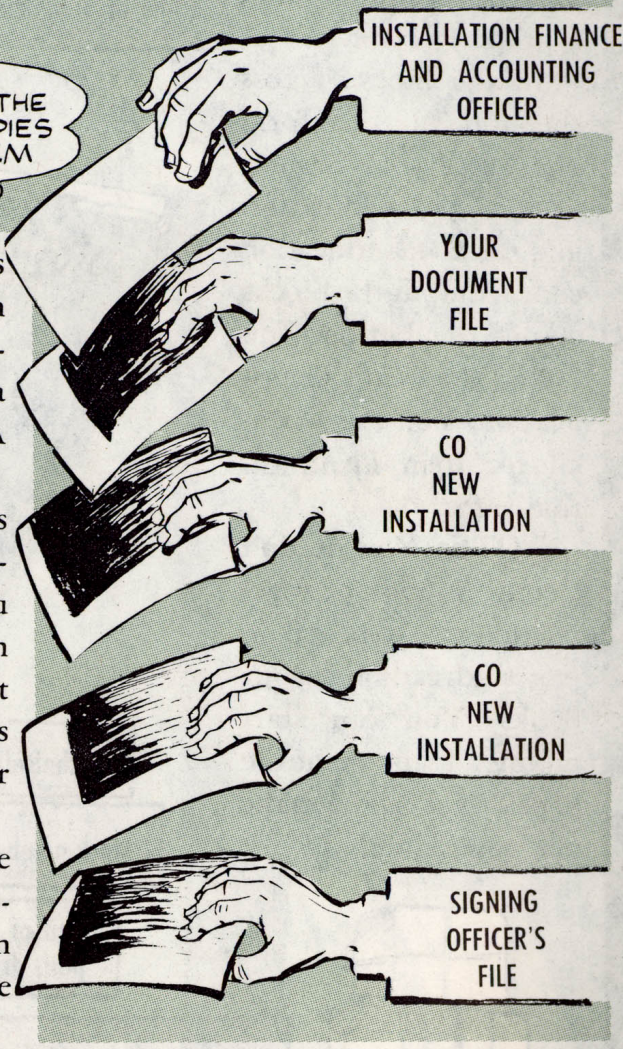
Your organization property book takes all authorized TOE/TA property — the essential stuff your organization must have to live and to do its job in the field. This includes all non-expendable, and expendable, reportable items (AR 711-140) in Sect III of your TOE's and in applicable TA's (TA 50-901, TA 50-902 and TA 50-914).

Housekeeping items, office supplies, and other similar expendable items are not recorded in a property book. On this kind of stuff it's up to the CO to keep authorized quantities on hand. He can set up a simple record of some kind or use DA Form 2527 "Record of Demands" to keep track of these items.

INSTALLATION PROPERTY BOOK



Your installation property book covers garrison-type, comfort-type things . . . like bunks, bedding and other furnishings and equipment. That is, it takes non-expendable, and expendable-reportable items listed in TA's and other installation property authorized or on hand. Anything, in fact, that doesn't belong in the organization property book goes in this book.



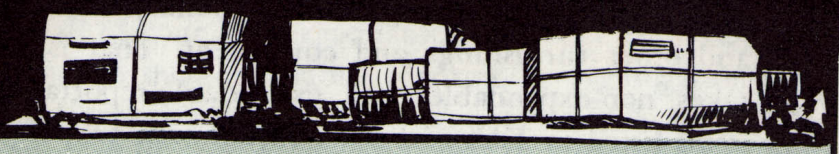
The installation property book is cleared and the property turned-in when your organization moves to another installation. Unless, of course, a major commander or the chief of a DA agency says you can keep the stuff.

The installation property book keeps the pages for anything you're authorized to take with you. But, before you go, you record what you're taking on DA Form 444, "Inventory Adjustment Report". It'll carry your organization's identification and the movement order number on its heading.

The items listed on the 444 will be compared with your property book balances by the responsible installation supply wheel, and he has to sign the form before you can take off.

At your new location your property book will be compared with the copies of your 444 which they previously received. They'll countersign your file copy and their two copies, which are ear-marked for installation supply and the finance and accounting office. If the form info and your book don't jibe, the forms are countersigned and noted "Subject To Report Of Survey", and adjustment is made per AR 735-11.

P.S. MORE



You need a separate DA Form 14-110 for each different item that must be accounted for in a property book.

In the blocks across the top of the form you enter your organization's identification and unit identification code. And, in the blocks across the bottom you record the item's identification. You use a pencil for item identification info.

NOTE: You needn't change any ink or typewritten info to pencil on pages already in your books. You can start taking advantage of the pencil work as you make out new pages.

DA FORM 1 MAR 62 **14-110** REPLACES ... WILL BE ... UNLESS ...

ORGANIZATION (INSTALLATION (AR 735-35)

ORGANIZATION OR ACTIVITY

DATE	DOCUMENT NUMBER	RECEIVED

ORGANIZATION PROPERTY BOOK

TECHNICAL SERVICE | TOTAL ALW

UNIT | STOCK NUMBER

ITEM DESCRIPTION

AUTHORITY

Unit Identification Code (UIC) (ink).

Name of organization or activity (ink).

Total allowance. The sum total you're authorized by TOE's, and TA's. This allowance can be changed by the Department of the Army only.

Technical service. Forget it.

Stock number. The item's FSN.

Unit of issue. Ea, set, kit, pair, drum, etc.

Item description. This info includes the make, or model, if such info is important in identifying the item.

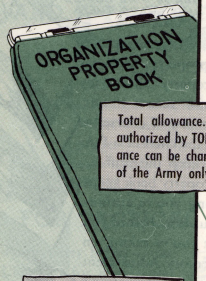
Authority. TOE's, TA's, or other authority.

THE PROPERTY BOOK PAGE

You need a separate DA Form 14-110 for each different item that must be accounted for in a property book.

In the blocks across the top of the form you enter your organization's identification and unit identification code. And, in the blocks across the bottom you record the item's identification. You use a pencil for item identification info.

NOTE: You needn't change any ink or typewritten info to pencil on pages already in your books. You can start taking advantage of the pencil work as you make out new pages.



Unit Identification Code (UIC) (ink).

Name of organization or activity (ink).

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Technical service. Forget it.

Stock number. The item's FSN.

Unit of issue. Ea, set, kit, pair, drum, etc.

Item description. This info includes the make, or model, if such info is important in identifying the item.

Authority. TOE's, TA's, or other authority.

DA FORM 1 MAR 62 **14-110** REPLACES ... WILL BE ON OF 1 SEP 57 WHICH ... USED UNTIL 1 MAR 63 ... EXHAUSTED.

ORGANIZATION (INSTALLATION) OPERTY RECORD
(AR 735-35)

ORGANIZATION OR ACTIVITY PLY CODE NO.

DATE	DOCUMENT NUMBER	RECEIVED	ID	BALANCE

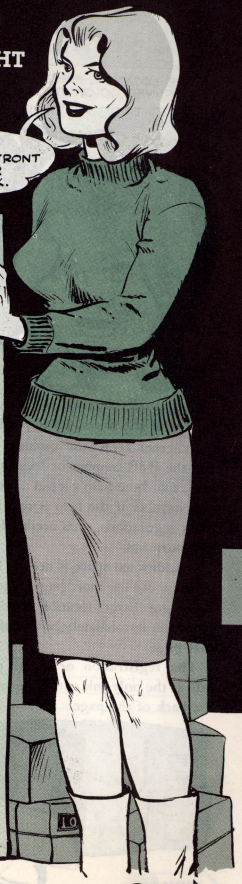
TECHNICAL SERVICE | TOTAL ALW | OPERATING ALW

UNIT | STOCK NUMBER | LINE ITEM NO.

ITEM DESCRIPTION

AUTHORITY | PRICE

POSTING RIGHT



The receipt, turn-in and balance info goes in these three columns. And, the PBO's initials, after an annual inventory, and the posting correction note "Corr", when needed, go in the last column.

The document number on the request or turn-in.

The date (Julian) of the posting.

Current operating allowance. Your modified allowance. That is, the TOE or TA allowance as modified by an Equipment Modification List, Movement Directive, Letter of Activation, General Order, special issue, or as adjusted by responsible major commanders.

It'll be different, for example, when one or more of your units has authorization to cut or increase authorized allowance, or change the item authorized by TOE or TA.

Line item number. If it's a reportable (AR 711-140) item, use the LIN provided by support for your 711-5 report.

If it's not an AR 711-140 item, use the LIN given in the applicable TOE or TA, and add note "NR" for not reportable.

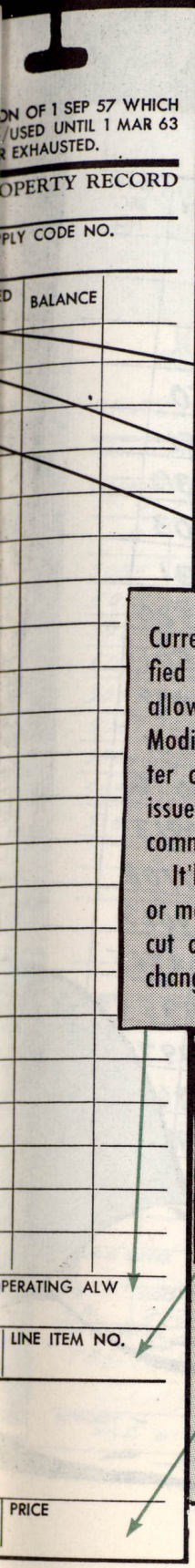
Unit price. Cost per each item.

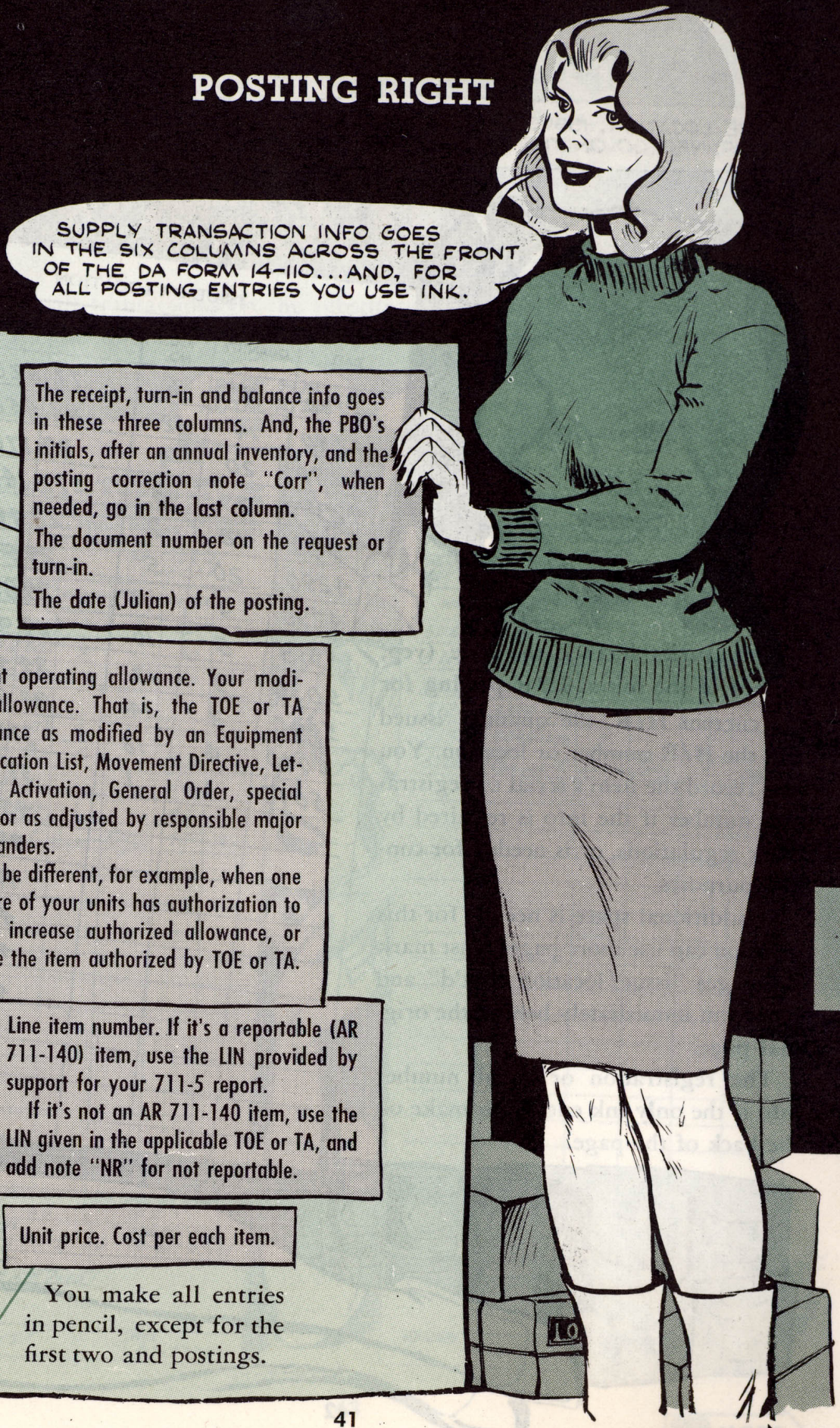
You make all entries in pencil, except for the first two and postings.

MORE

PAGE

POSTING RIGHT





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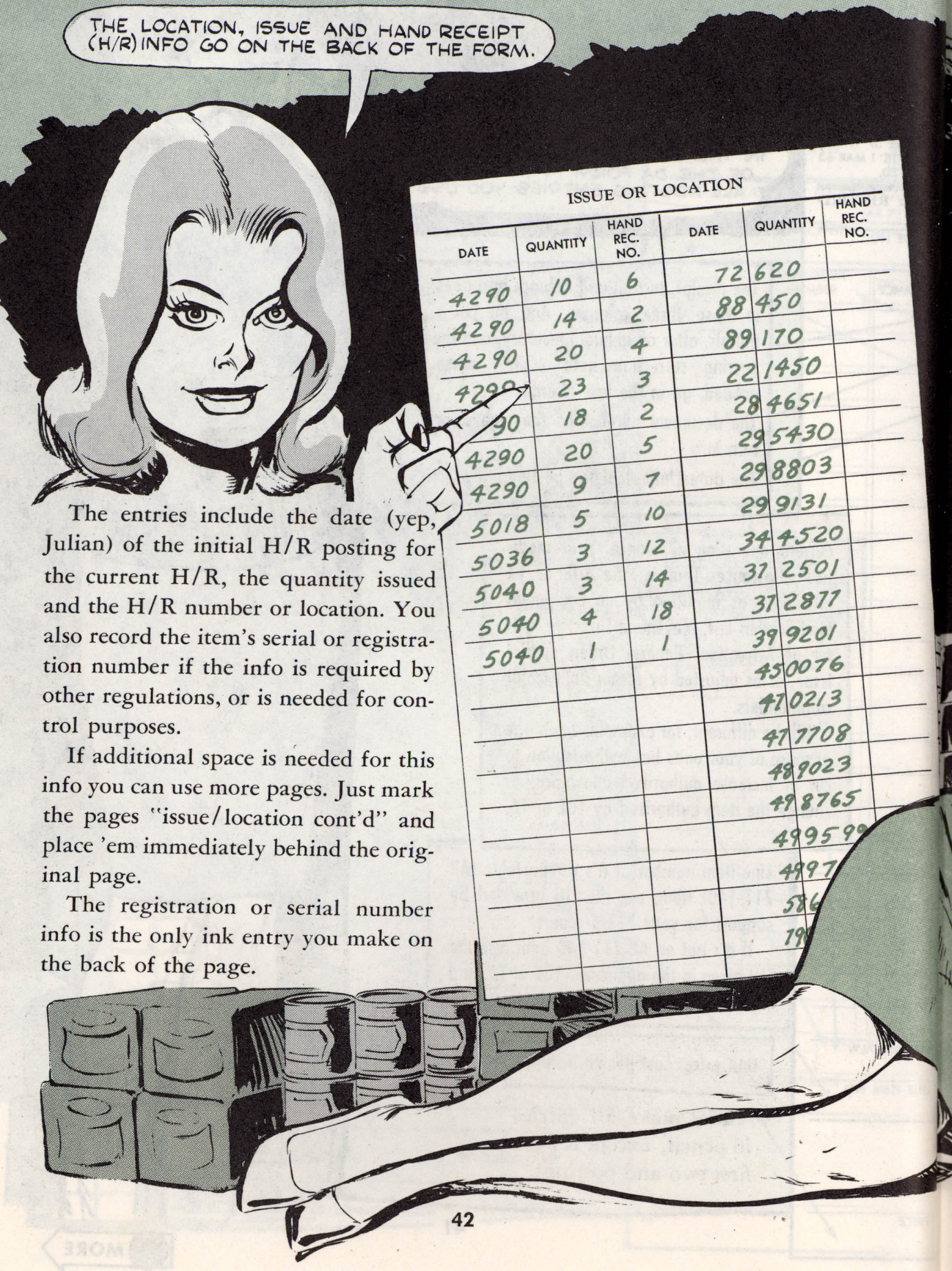
P.S. MORE

ISSUE/LOCATION SCOOP

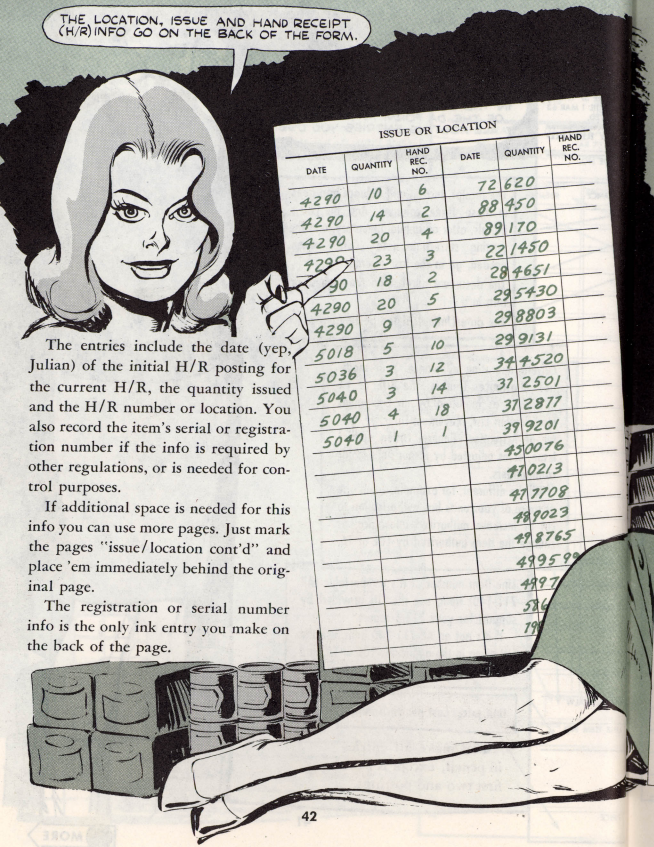


The entries include the date (yep, Julian) of the initial H/R posting for the current H/R, the quantity issued and the H/R number or location. You also record the item's serial or registration number if the info is required by other regulations, or is needed for control purposes.

If additional space is needed for this info you can use more pages. Just mark the pages "issue/location cont'd" and place 'em immediately behind the original page.

The registration or serial number info is the only ink entry you make on the back of the page.

ISSUE/LOCATION SCOOP



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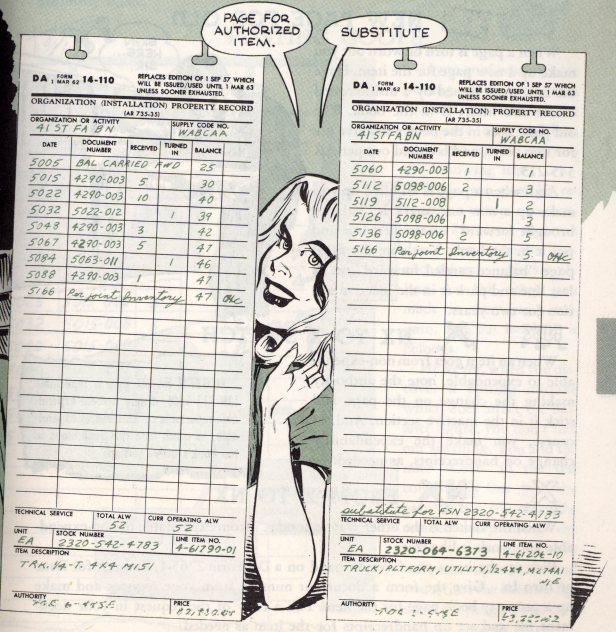
The registration or serial number info is the only ink entry you make on the back of the page.

SPECIAL PAGES FOR SUBSTITUTES

When you receive a substitute item you record it on a separate DA Form 14-110. This applies even if the item is already recorded in the book as an authorized item. The page for the sub item gets complete info, but you skip the allowance blocks; and add the penciled note: "Substitute for FSN _____," on the last line of the page. The page goes directly behind the page for the authorized item.

You post all transactions on the substitute item on its own page . . . not on the page for the authorized item.



MORE

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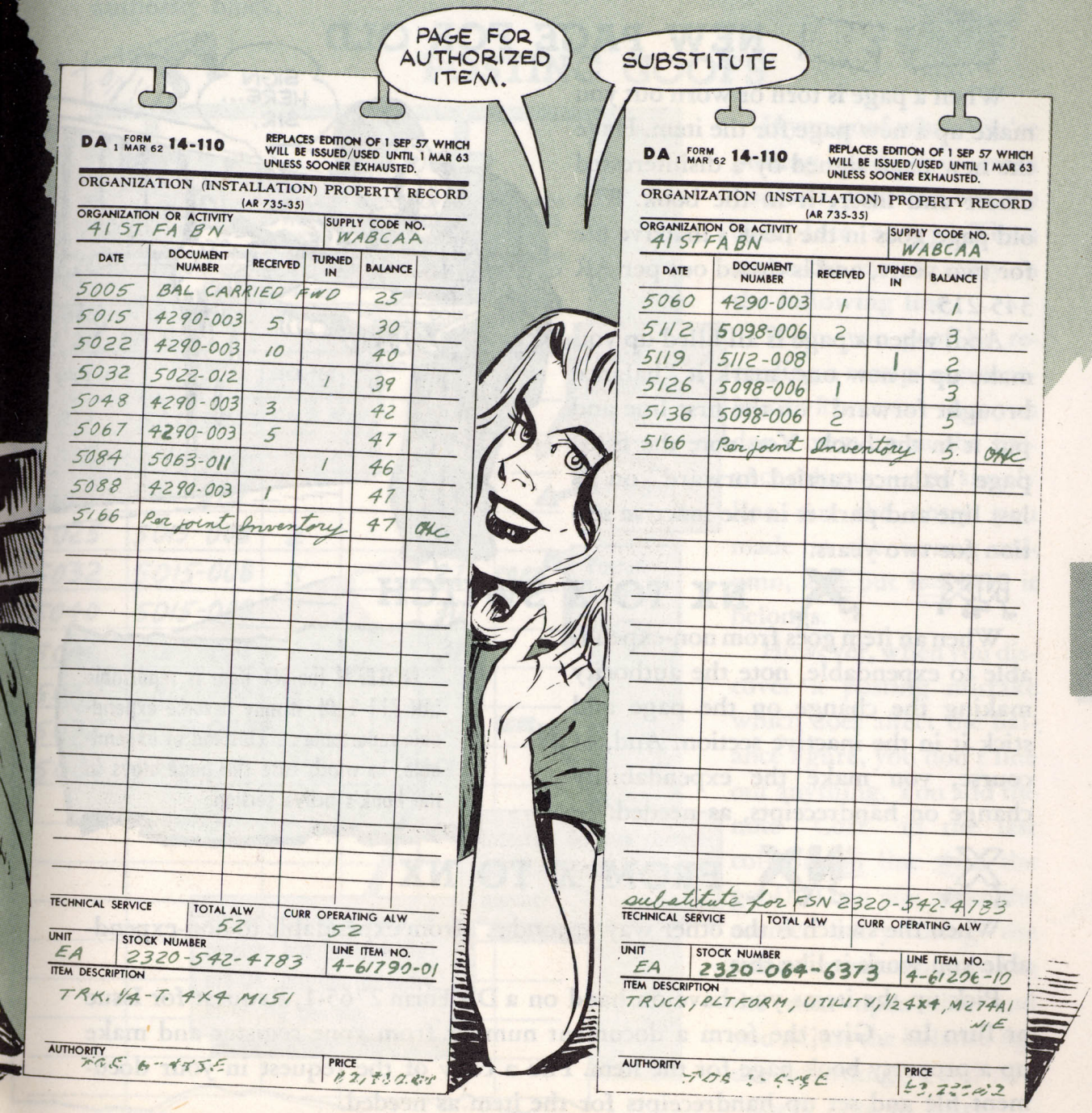


PS MORE

U's, K's, S's, C's & ML ITEMS

Unit assemblies, kits, sets, chests and the like, you record on the property book page as a single-line item. If you're authorized only specific components of a set, kit, chest, etc., you need a separate page for each non-expendable component you're authorized. The page will show the component's own FSN and description. Expendable, non-reportable components are not recorded in the PB. See Organization Property Book on page 38, this issue.

For details on pages for multiple line items, check para. 3-2c(3), AR 735-35.

NEW PAGE FOR OLD

When a page is torn or worn out you make up a new page for the item. Have the new page signed by a disinterested officer and insert it in the book. The old page goes in the book's inactive file for two years, and is tossed out per AR 345-215.

And, when a page is all filled up you make up a new one, mark it "balance brought forward" on the first line and put it in the book. You note the filled page "balance carried forward" on its last line and park it in the inactive section for two years.

NX TO X SWITCH

When an item goes from non-expendable to expendable, note the authority making the change on the page and stick it in the inactive section. And, of course, you make the expendability change on handreceipts, as needed.

NOTE: If the NX item is reportable (AR 711-140), it may become expendable-reportable . . . instead of expendable, in which case the page stays in the book's active section.

FROM X TO NX

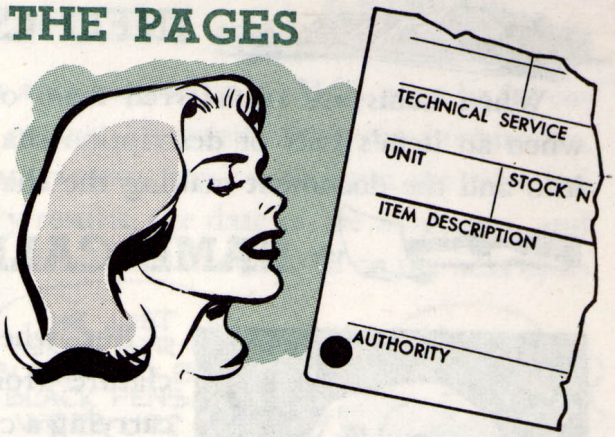
When the switch is the other way around . . . from expendable to non-expendable you work it like this:

Pick up the items you have on hand on a DA Form 2765-1, Request for Issue or Turn In. Give the form a document number from your register and make up a property book page for the item. File a copy of the request in your document file and set up handreceipts for the item as needed.

LINE ITEM NO.
690532 NR

FLAGGING THE PAGES

On a page for an item which isn't reportable you use the suffix "NR" (for not reportable) after the LIN taken from the TOE or TA. And on pages recording items which are reportable (TOE or TA items listed in AR 711-140), use a fat, red, ¼-in dot in the authority block.



POSTING GOOFS

DA 1 FORM MAR 62 14-110 REPLACES EDITION OF 1 SEP 57 WHICH WILL BE ISSUED/USED UNTIL 1 MAR 63 UNLESS SOONER EXHAUSTED.

ORGANIZATION (INSTALLATION) PROPERTY RECORD
(AR 735-35)

ORGANIZATION OR ACTIVITY: 41 ST FA BN
SUPPLY CODE NO.: WABCAA

DATE	DOCUMENT NUMBER	RECEIVED	TURNED IN	BALANCE	
5011	BAL BROUGHT FWD			20	
~~5015~~	~~5011-010~~	~~1~~		~~21~~	
5015	5011-010			19	
5025	5015-008	2		21	
5032	5015-008	5		27	CORR
5040	5015-008	3		30	
5046	5015-008	1		31	
5050	5015-008	6		37	
5032	5015-008		1	36	CORR
5083	5051-017	1	+	37	

Posted receipt instead of turn in.

Posting corrected in next line.

Posted incorrect balance.

Incorrect balance corrected using same document number.

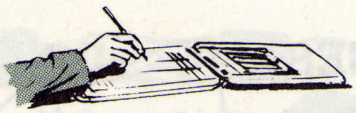
Posted turn-in instead of receipt, but balance figure OK. Just line out entry in wrong column.

If you goof when you're posting and you catch yourself, just line out the complete entry. Then make the correct entry in the following line.

When you goof by recording a receipt as a turn-in, or vice-versa—but you don't mess-up in the balance column—you simply line out the entry you made in the **wrong** column, and put it where it belongs.

However, when you discover a posting mistake which does affect the balance figure, you don't line out anything. You add the note "Corr" in the last column (in line with the goof). Then you make the correct entry using the same document number in the next open line and you adjust the balance figure accordingly, and add "Corr" note to entry.

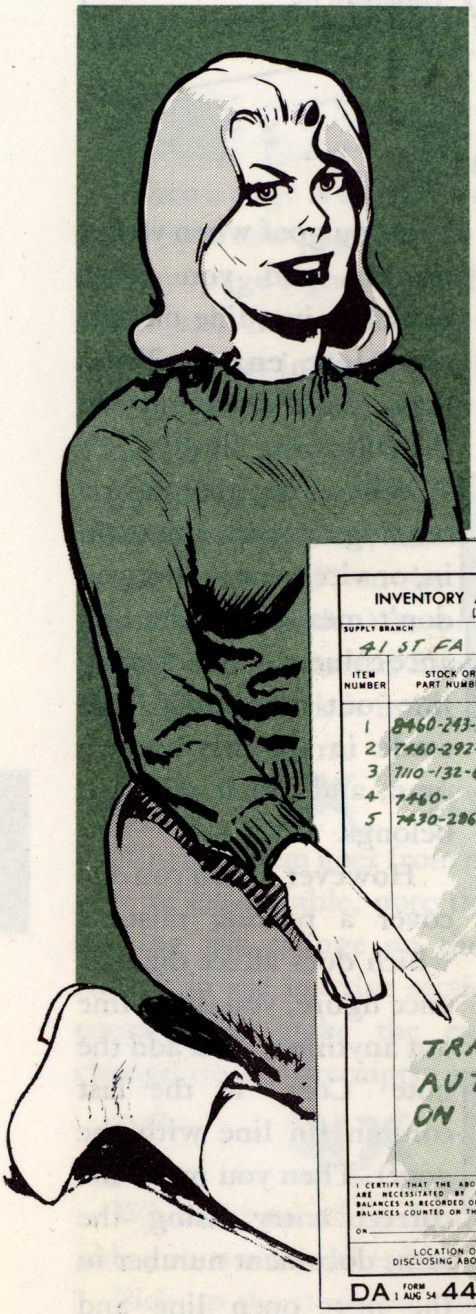
PS MORE



INFO CHANGE

When items are transferred from one commodity command to another or when an item's FSN or description changes, you simply note the new supply info and the document making the change on the property book page.

NAME CALLING GOOF



But, when you correct an error in item nomenclature (for example, you discover you've been carrying a carbine as a rifle) you have to cover yourself with a DA Form 444, the inventory adjustment form.

You give the 444 a number from your document register, itemize the changes required, and add a note at the bottom of the form explaining the need for the adjustment. The form has to be signed by the Old Man, and a copy of the form goes in your document file.

And, an inventory overage also calls for a 444.

INVENTORY ADJUSTMENT REPORT (TM 38-403) AR 735-35

STATION: FORT BEST KY, WABCAA | DATE PREPARED: 5322 | PAGE NO: 1 | NUMBER OF PAGES: 1

SUPPLY BRANCH: 41 ST FA BN | PROPERTY CLASS | CLASS CODE | OWNERSHIP: ARMY | CONDITION: SER | REPORT NO

ITEM NUMBER	STOCK OR PART NUMBER	NOMENCLATURE	UNIT	RECORDED QUANTITY	INVENTORY QUANTITY	ADJUSTMENT QUANTITY OVER	ADJUSTMENT QUANTITY SHORT	UNIT STANDARD PRICE	ADJUSTMENT AMOUNTS DEBIT	ADJUSTMENT AMOUNTS CREDIT
1	8460-243-3234	LOCKER, PLYWOOD	EA	750	750			$10.40	$1,248.00	
2	7460-292-9224	VISIBLE FILE INDEX	EA	3	3			$12.50	$37.50	
3	7110-132-6650	BLACK BOARD, PORTABLE	EA	2	2			$22.10	$44.20	
4	7460-	CASE, CHART, MAP, FILE	EA	2	2			$15.00	$30.00	
5	7430-286-9023	TYPEWRITER, STANDARD NON-PORTABLE	EA	2	2			$215.67	$431.34	

TRANSFER OF PROPERTY AUTHORIZED, MOVEMENT ON DIRECTIVE 324-65.

I CERTIFY THAT THE ABOVE INVENTORY ADJUSTMENTS ARE NECESSITATED BY DIFFERENCES BETWEEN THE BALANCES AS RECORDED ON THE STOCK CARDS AND THE BALANCES COUNTED ON THE PHYSICAL INVENTORY MADE ON _____

LOCATION OF COUNT SLIPS DISCLOSING ABOVE DISCREPANCIES

ACCOUNTABLE OFFICER: S.A. Loom, 1st Lt, Property Book Officer (NAME) | DATE APPROVED: 5323 (PLACE)

DIRECTOR OF SUPPLY AND MAINTENANCE (Show proper title of approving authority): A.C. Peters, Lt Col, Air Tech Supp

VOUCHER NO | ACCT TRANS CODE

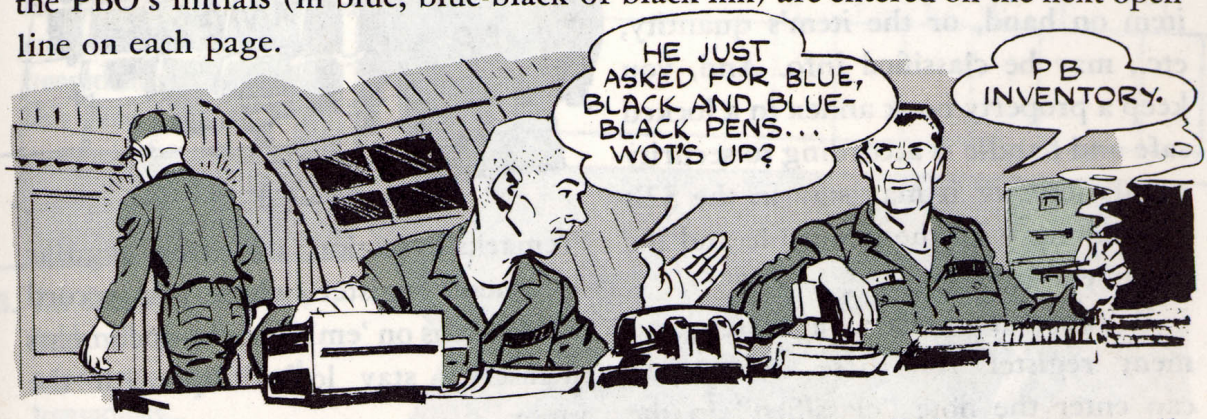
DA FORM 1 AUG 54 444 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

U.S. GOVERNMENT PRINTING OFFICE 1954-O 801388

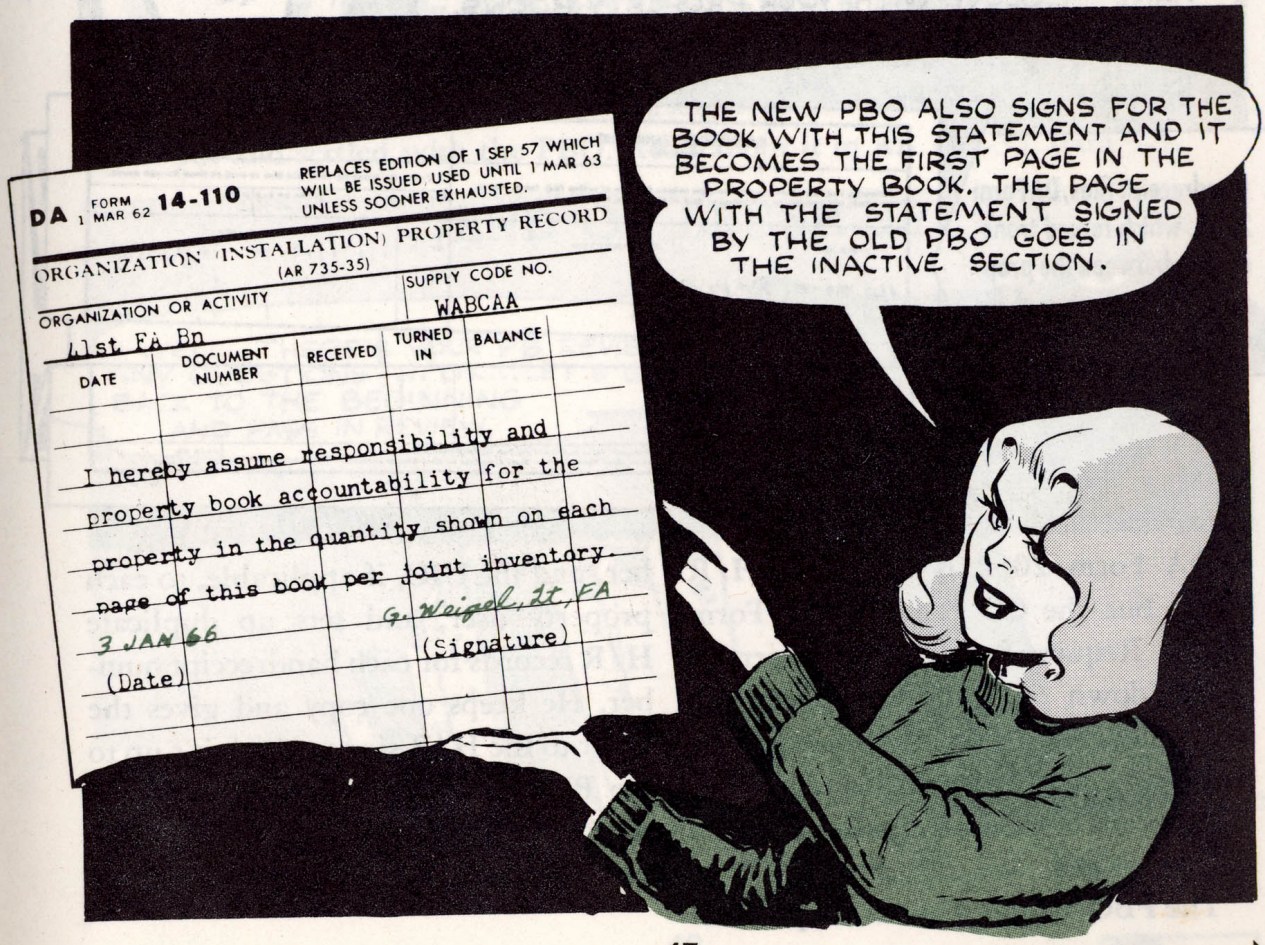
That is, the DA Form 444 is OK'd for making minor adjustments only. It isn't OK'd for adjusting records when there's a chance that actual loss or physical substitution are involved. AR 735-35, para 3-8a gives the word.

PB INVENTORY

All items in your property book, that aren't issued on an H/R must be inventoried at least every 12 months. That means, 12-months between inventories, and, to set the 12-month physical inventory date, you count from the time the PBO signed for the book. The inventory results, the date of the inventory, and the PBO's initials (in blue, blue-black or black ink) are entered on the next open line on each page.



Property is also inventoried when there's a PBO change. This nose count calls for a joint physical inventory of items the PBO has on hand, an accuracy check of H/R entries in the property book, plus a check of the H/R files. Each page gets the note "Per joint inventory" and the new PBO's initials.

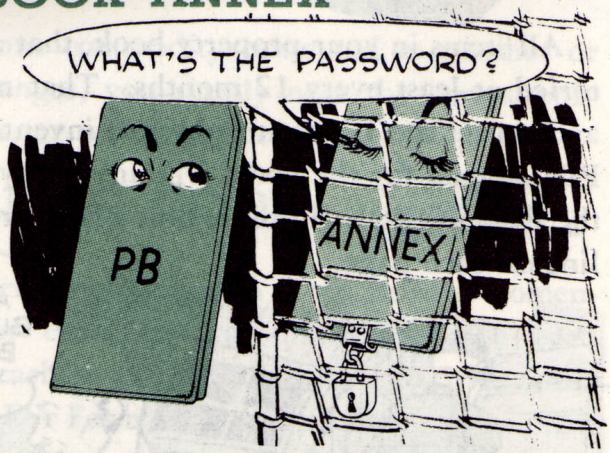


MORE

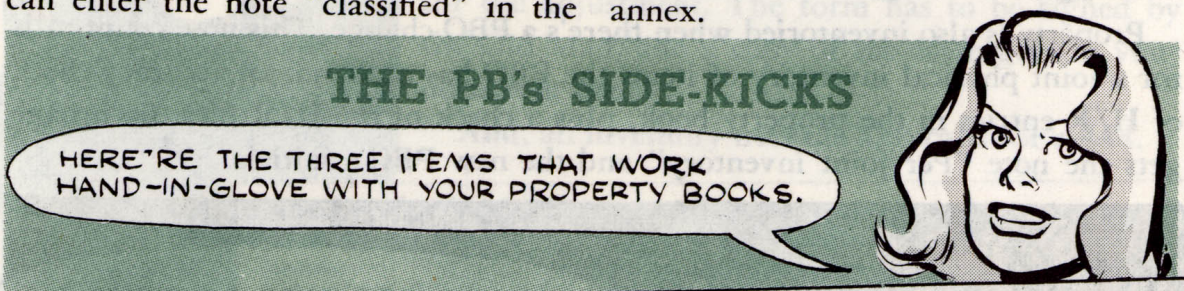
PROPERTY BOOK ANNEX

You also need a property book annex if you have classified items. For example, an item's nomenclature may be classified, or the fact that you have the item on hand, or the item's quantity, etc., may be classified info. And, you keep a property book annex in a locked safe and handle it according to security regulations, or it may stay in the S2's area, along with the item's file and the document register.

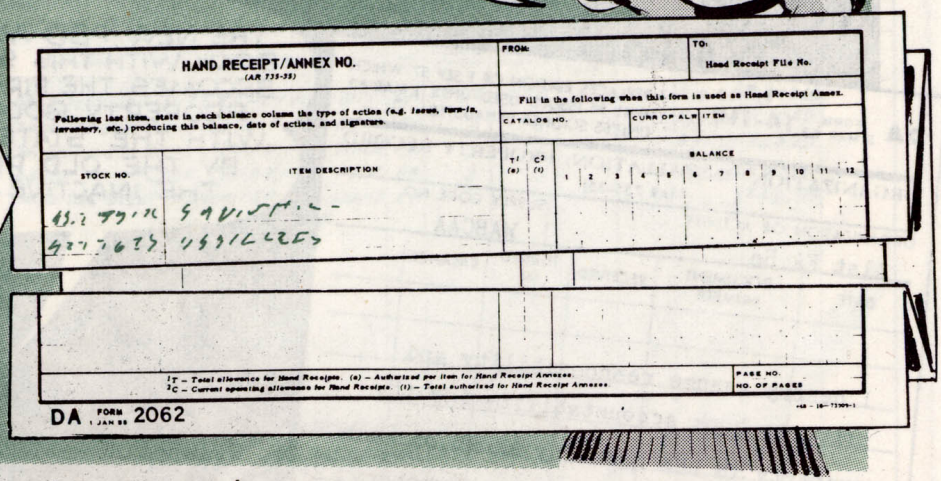
If you don't keep a separate document register for these items, you can enter the note "classified" in the "remarks" section of your regular document register when you record transactions on 'em. But, the documents themselves stay locked up with the annex.



THE PB's SIDE-KICKS



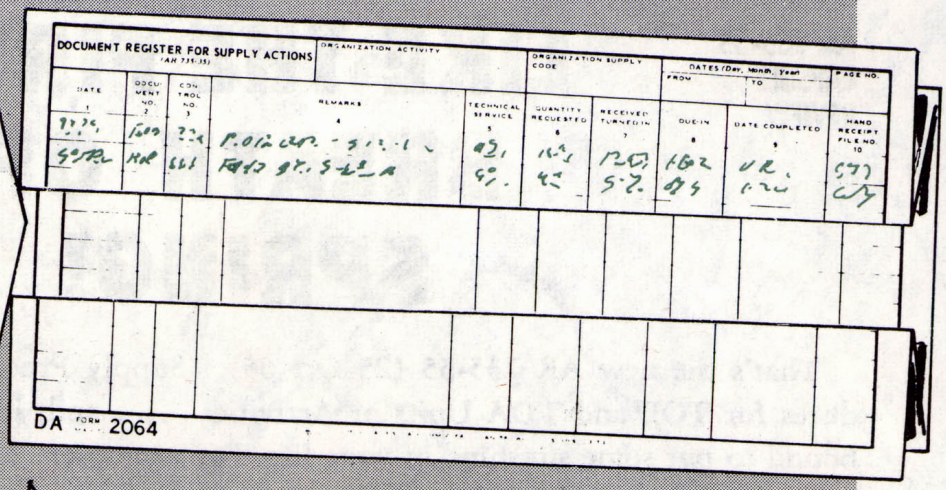
1. Handreceipt files, DA Form 2062, which record transactions between the property book officer and his customers.



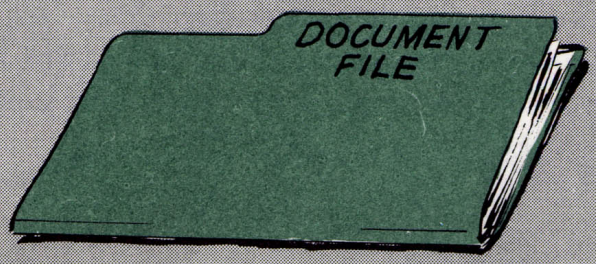
DA Form 2062 is the main H/R form, but the CO can OK DD Form 1150, Request for Issue or Turn-in, to cut down on frequent postings to H/R files. At six-month intervals the info in the 1150's is transferred to the H/R record of each user, and the 1150's are tossed out.

The PBO assigns a handreceipt number, and the UIC, if applicable, to each property user, and sets up duplicate H/R records for each handreceipt number. He keeps one copy and gives the other to the H/R signer. And, it's up to the PBO to see that both records are kept up-to-date, and that they check-out with the property book balances.

2. The document register, DA Form 2064, in which you register, by number, all transactions concerning property book items. You need one register for NX property, and a separate one for recording transactions on expendable items.



3. The document file, which holds all your back-up papers on property book transactions.



H/R INVENTORY

A physical inventory of handreceipt items is pulled annually, and also when there's a change of H/R signers at the user level. Any problems discovered are check out and settled with the PBO. Read about it in AR 735-35, para 3-5.

END OF BRUSH-UP

PS END

AR 735-35
CAPSULE
REVIEW . . .

LIKE THE FIRST BREATH OF SPRING!

That's the new AR 735-35 (25 Oct 65), Supply Procedures for TOE and TDA Units or Activities . . . and, it's bound to put some sunshine in your life. For example:

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And, if you're in the repair parts supply room, the AR is loaded with hot scoop for your operation.

Among other things, there's a new way of working-out the initial PLL. You make a separate PLL for each different type of equipment and then you combine the separate PLL allowances into a single PLL—which goes to support. And, the approving authority for a PLL is the CO who is maintaining the load of parts.

Also, figuring re-adjusted allowances will practically be a thing of the past, 'cause a table in the AR pin-points when and how much to readjust PLL allowances.

There's a lot more new and important info for you in the AR, plus a handy chart which presents PLL SOP at a glance.

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Now and then your outfit is tossed a job that requires equipment not on your TOE. How do you go about getting items that are normally not authorized?

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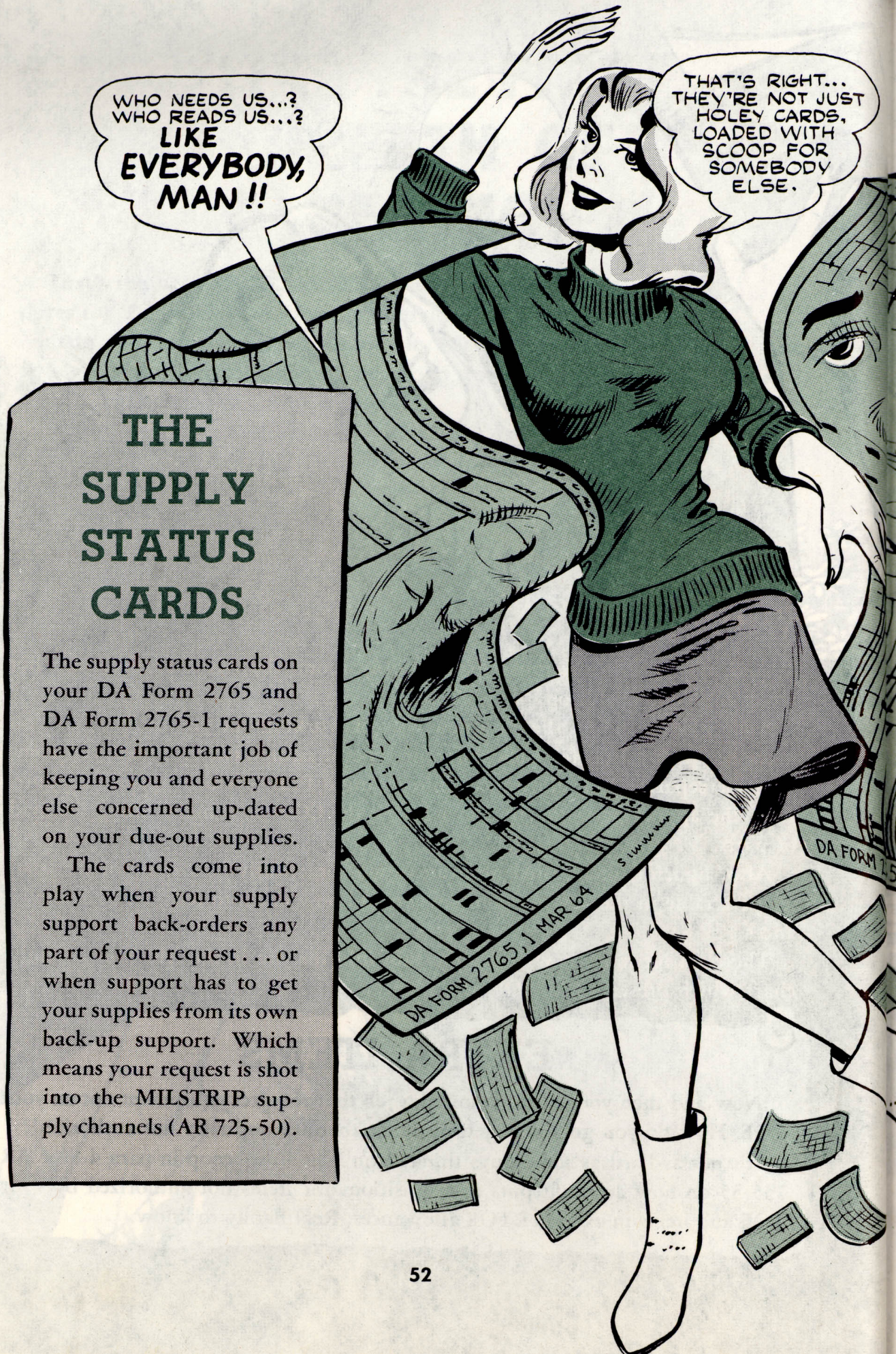

THE SUPPLY STATUS CARDS

The supply status cards on your DA Form 2765 and DA Form 2765-1 requests have the important job of keeping you and everyone else concerned up-dated on your due-out supplies.

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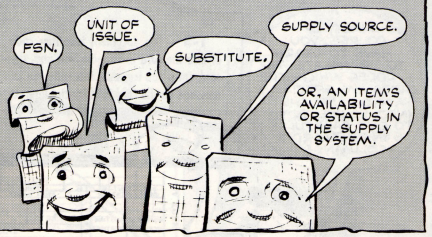
Using fixed codes, the status cards tell support when, how and what part of your request is or isn't being issued, and how-come—and, what supply source will provide the items.

The cards are also used to feed you the latest supply info on an item. like new, or correct:



In a nutshell, a card can give you and support:

—All kinds of supply "status" on your request or on an item.

—Or shipment and delivery date info on your request.

Of course, most of the status card conversation on your requests goes on mainly between your support and their supply sources. But, your support must pass status card info along to you, as needed, to keep you posted on your due-in requests, and to help you keep your supply records and reports up-to-date.

The forms used to convey this wealth of supply info are the regular DA Form 2765-series forms. At times, however, you may get supply status on the MILSTRIP form DD Form 1348m which works like and look a lot like the 2765 forms.

YOU CALL THE CARDS

Depending on what kind of info it brings you, a status card can be called a:

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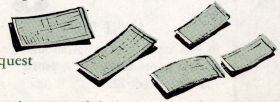
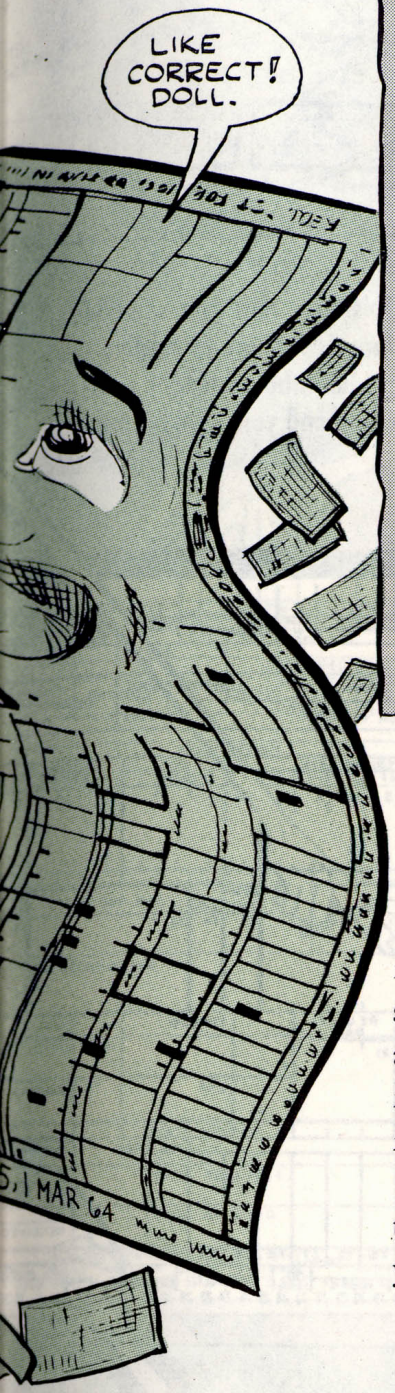
4. Follow-up Reply card



You, in turn, use status cards you receive to send follow-up queries on your requests, and also to cancel requests. See AR 735-35, para 4-7.

25 MORE



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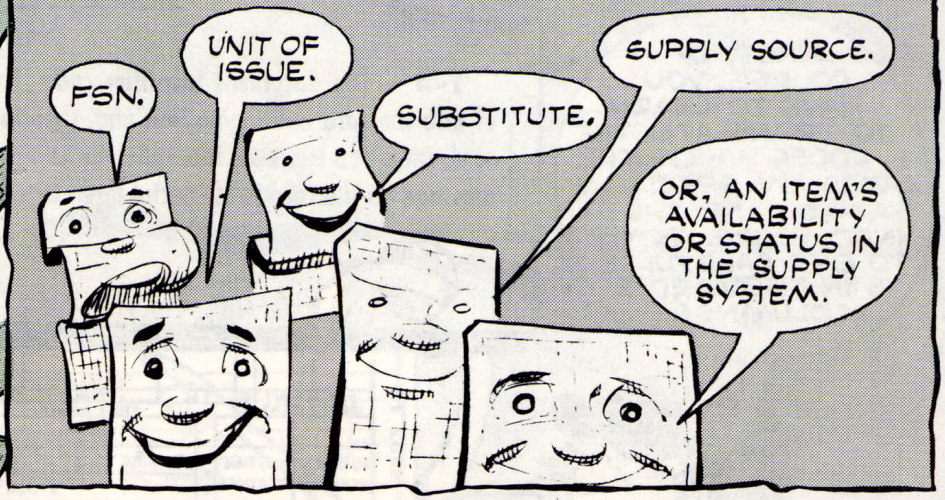

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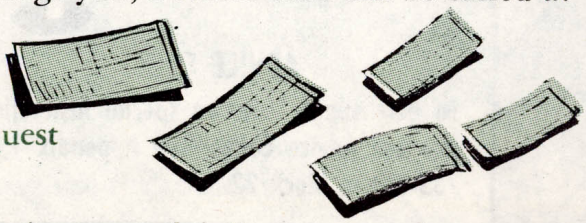

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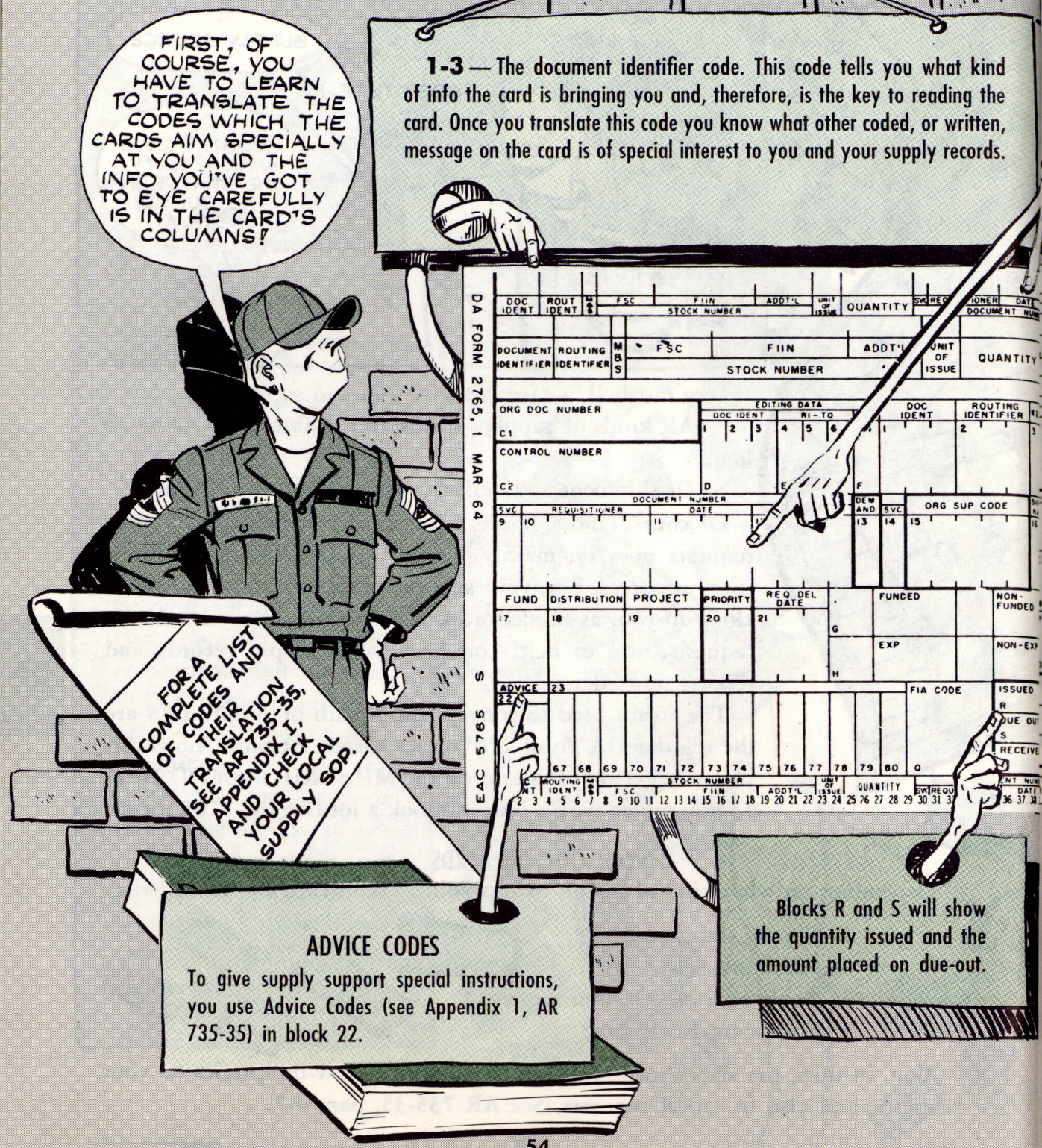
PS MORE

DE-CODING

Natch, it's up to you to read your status cards right and follow through with some simple card tricks . . . otherwise, the cards will be just so much useless clutter and frustration.

1-3 — The document identifier code. This code tells you what kind of info the card is bringing you and, therefore, is the key to reading the card. Once you translate this code you know what other coded, or written, message on the card is of special interest to you and your supply records.



ADVICE CODES

To give supply support special instructions, you use Advice Codes (see Appendix 1, AR 735-35) in block 22.

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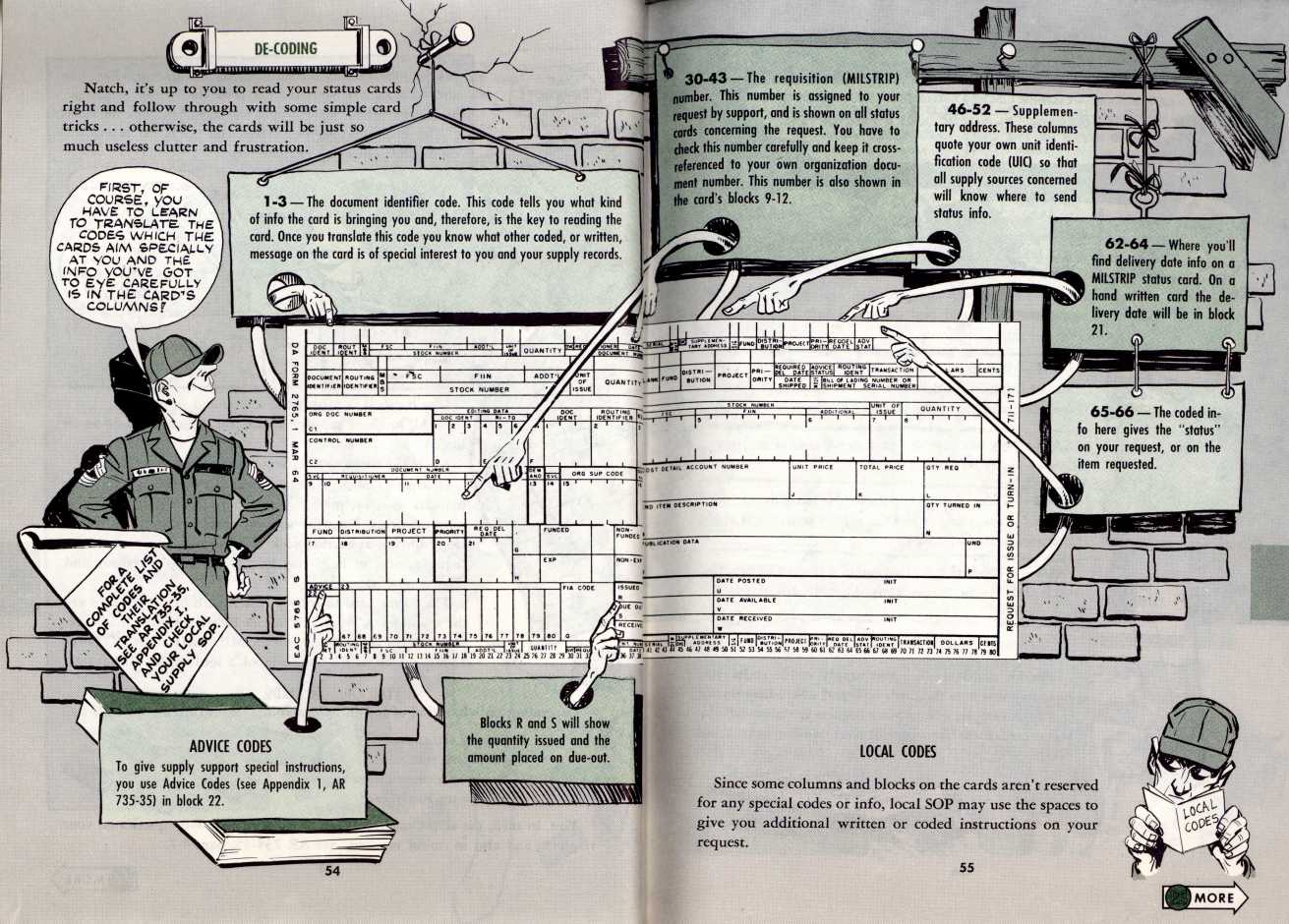

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30-43 — The requisition (MILSTRIP) number. This number is assigned to your request by support, and is shown on all status cards concerning the request. You have to check this number carefully and keep it cross-referenced to your own organization document number. This number is also shown in the card's blocks 9-12.

46-52 — Supplementary address. These columns quote your own unit identification code (UIC) so that all supply sources concerned will know where to send status info.

62-64 — Where you'll find delivery date info on a MILSTRIP status card. On a hand written card the delivery date will be in block 21.

65-66 — The coded info here gives the "status" on your request, or on the item requested.

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MORE

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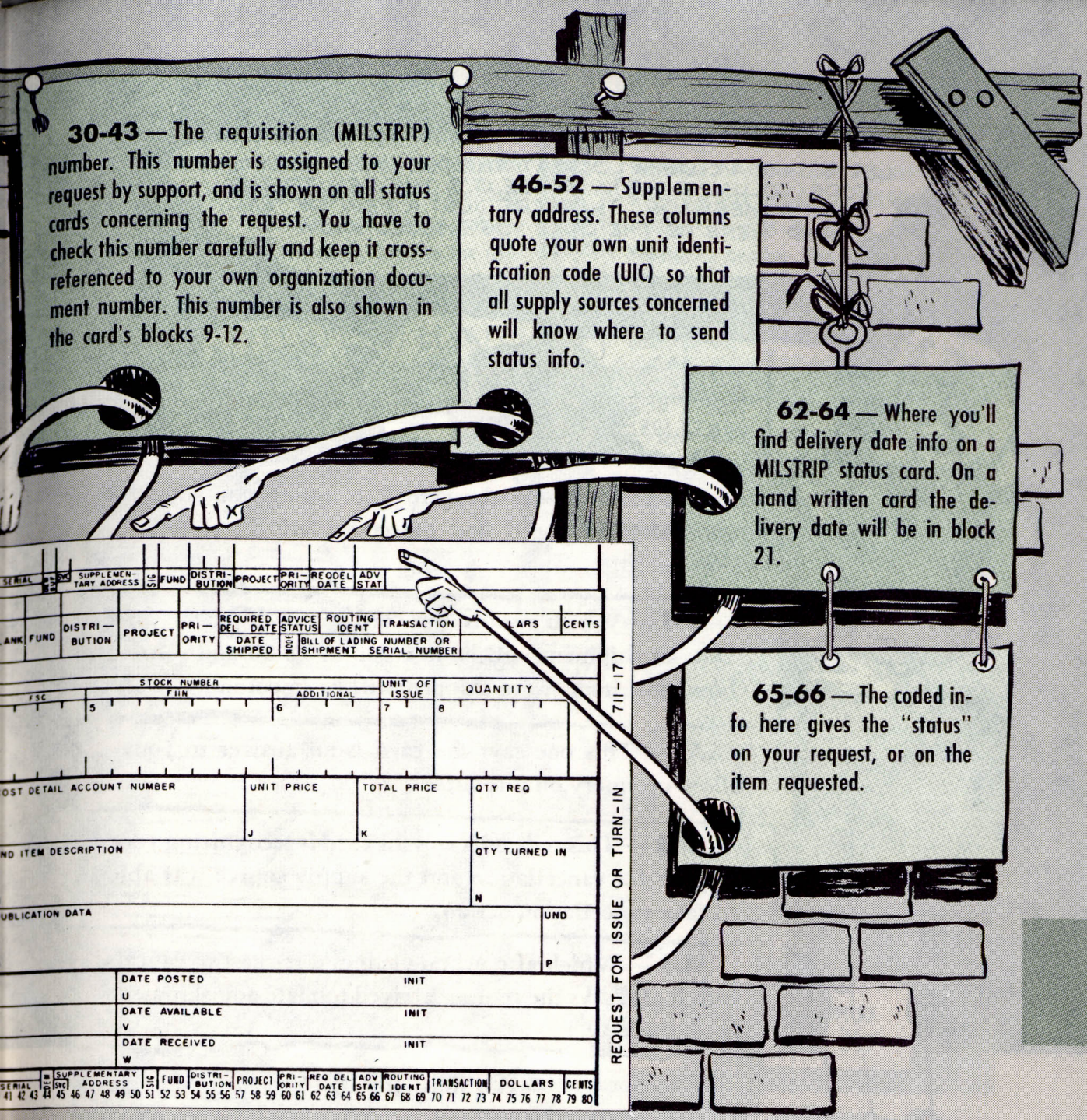

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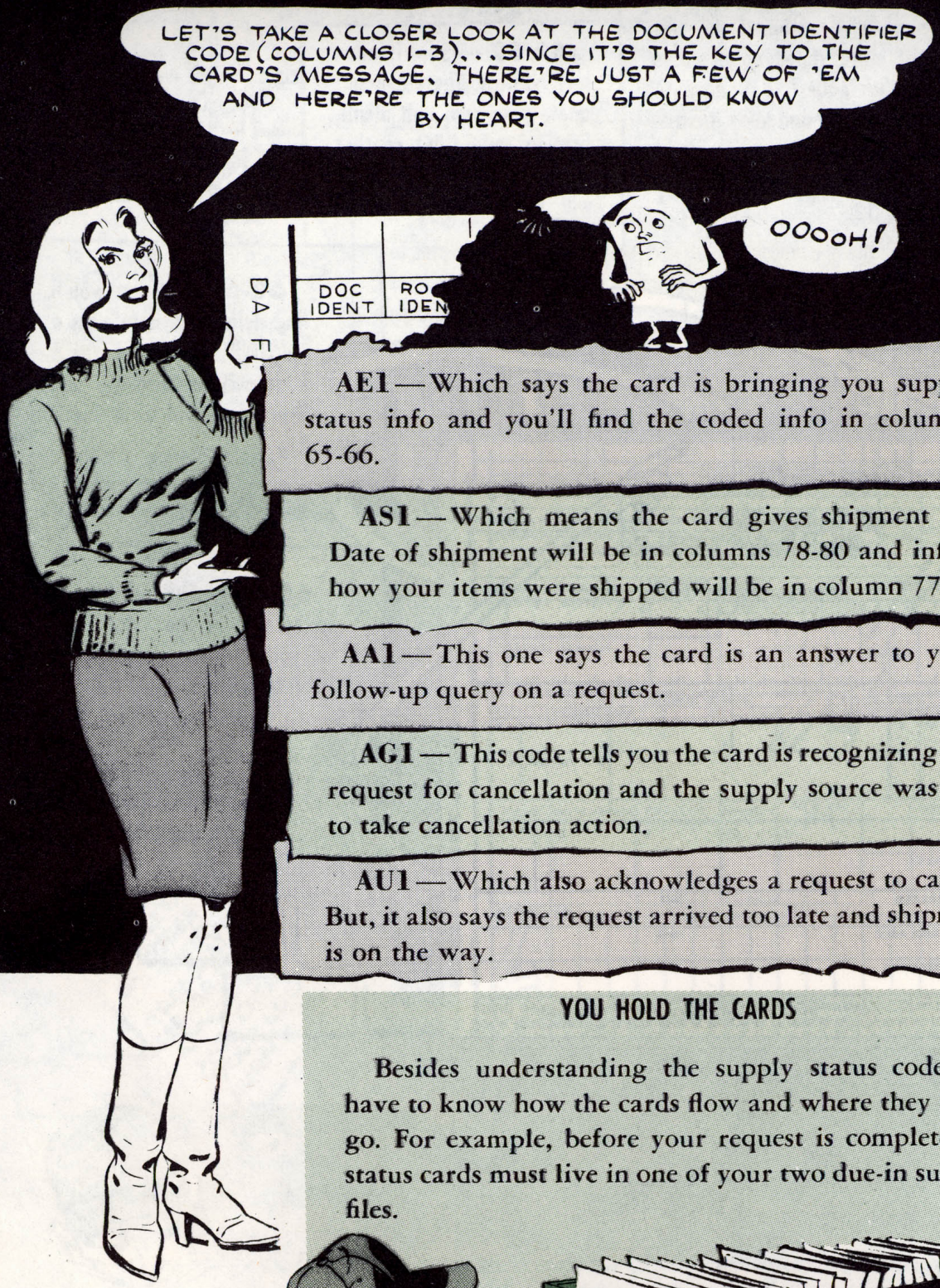
MORE

DOCUMENT IDENTIFIER CODES



AE1—Which says the card is bringing you supply status info and you'll find the coded info in columns 65-66.

AS1—Which means the card gives shipment info. Date of shipment will be in columns 78-80 and info on how your items were shipped will be in column 77.

AA1—This one says the card is an answer to your follow-up query on a request.

AG1—This code tells you the card is recognizing your request for cancellation and the supply source was able to take cancellation action.

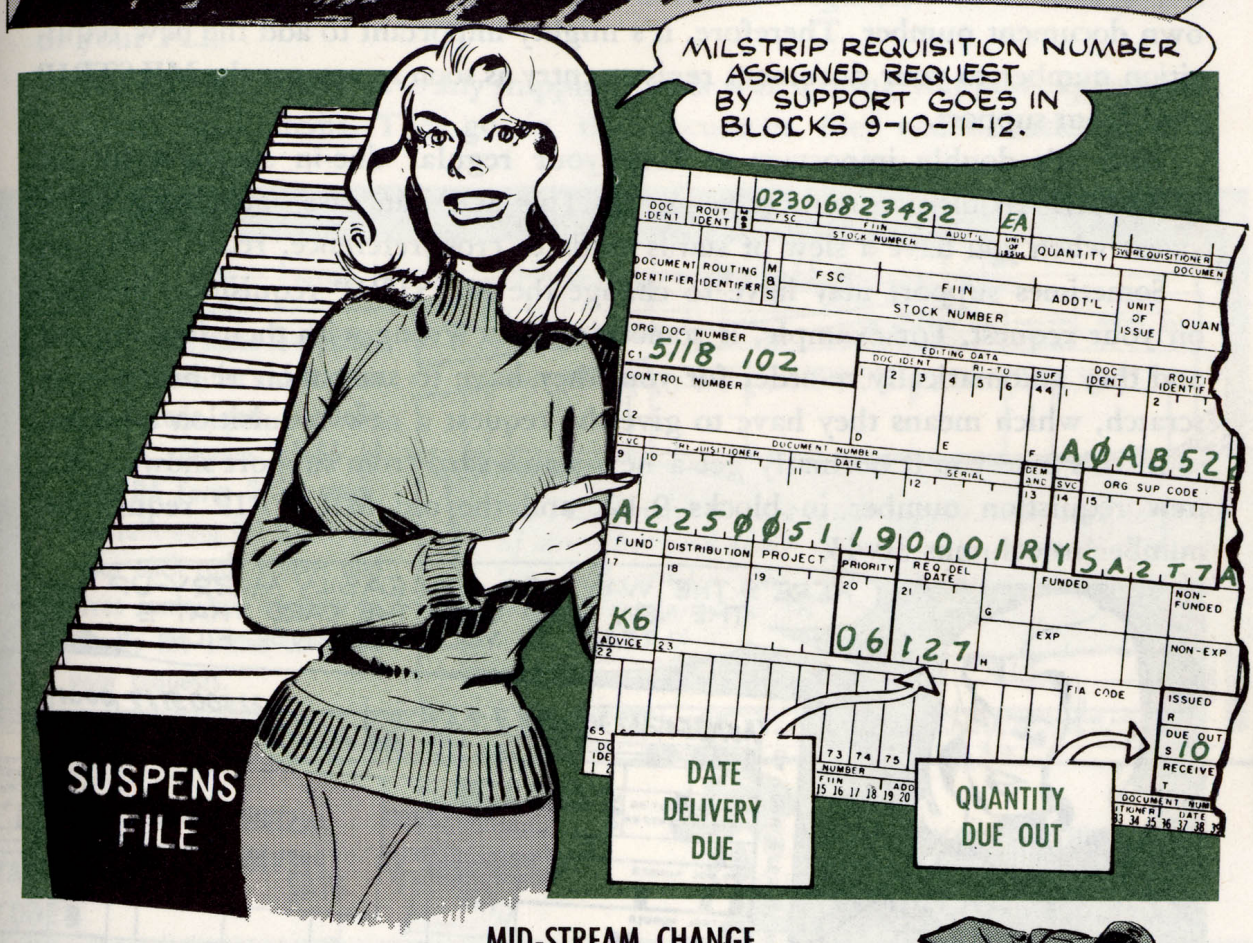
AU1—Which also acknowledges a request to cancel. But, it also says the request arrived too late and shipment is on the way.

YOU HOLD THE CARDS

Besides understanding the supply status codes you have to know how the cards flow and where they finally go. For example, before your request is completed the status cards must live in one of your two due-in suspense files.

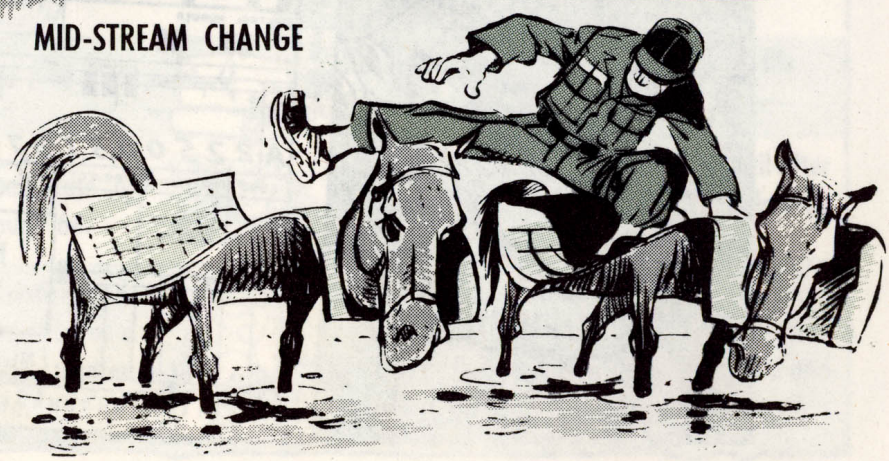
1. **Temporary due-in suspense file.** This one holds the due-in cards you get from your immediate support. You file the cards by your organization document number (block C1 on the card), because the deal is just between you and support, so, it'll be handled by your document number.

2. **The Regular due-in suspense file.** This file takes the status cards on your requests which support converts to MILSTRIP requisitions. You file the cards by support requisition number. And, like was already said, you find support's requisition number in the card's blocks 9-12 and/or columns 30-43.



MID-STREAM CHANGE

In event that a request in your temporary due-in file is converted to a MILSTRIP requisition, support'll send you a new card to give you the new requisition number they gave your request. You note your organization



PS MORE

document number on the new card and destroy the card that you had in your temporary due-in file.

Then you add the new card's requisition number to your document register entry on the request, and file the new card in requisition document number sequence in your regular due-in suspense file.

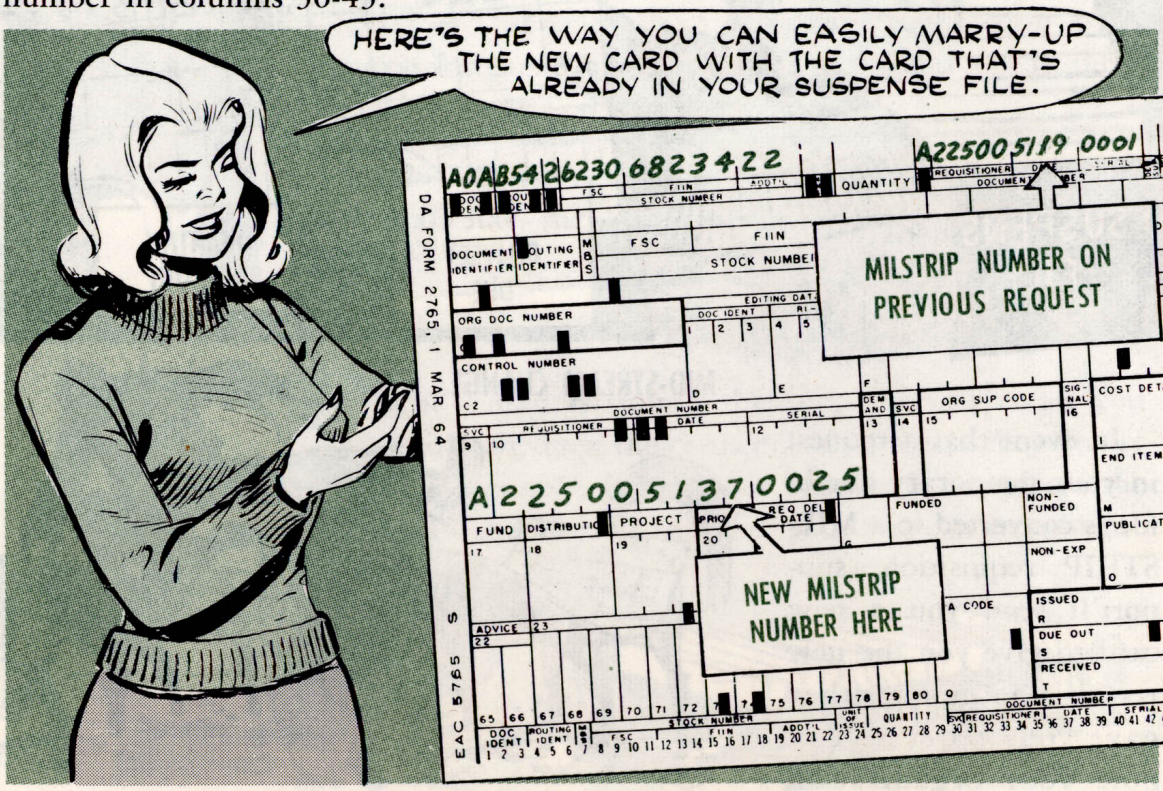
MILSTRIP'D

Once support assigns a requisition number to your request, all status cards and any delivery you receive on the request will be handled by support's requisition number. And, the status cards you receive WILL NOT show your own document number. Therefore, it's mighty important to add the new requisition number to your document register entry as soon as you get the MILSTRIP card from support.

And, it's doubly important to keep your regular due-in suspense file in MILSTRIP requisition number sequence. This SOP can ease your paper-work sweat when you have a slew of status cards to cross-reference, record and file.

Sometimes support may have to change the MILSTRIP requisition number on your request. For example, if something goes wrong with their first request and they automatically re-order for you, they have to start their re-order from scratch, which means they have to give the request a new requisition number.

In this case you'll normally get a new status card from support showing the **new** requistion number in blocks 9-12, and the old MILSTRIP requisition number in columns 30-43.



You'll have to change the requisition number in your document register, add your document number to the new card and file it in front of all other cards you may have on the request.

And, it's a good idea to fasten the old cards to the new one. This way you can keep all the cards on a request together and easily filed by the latest requisition number and/or status card on your request.

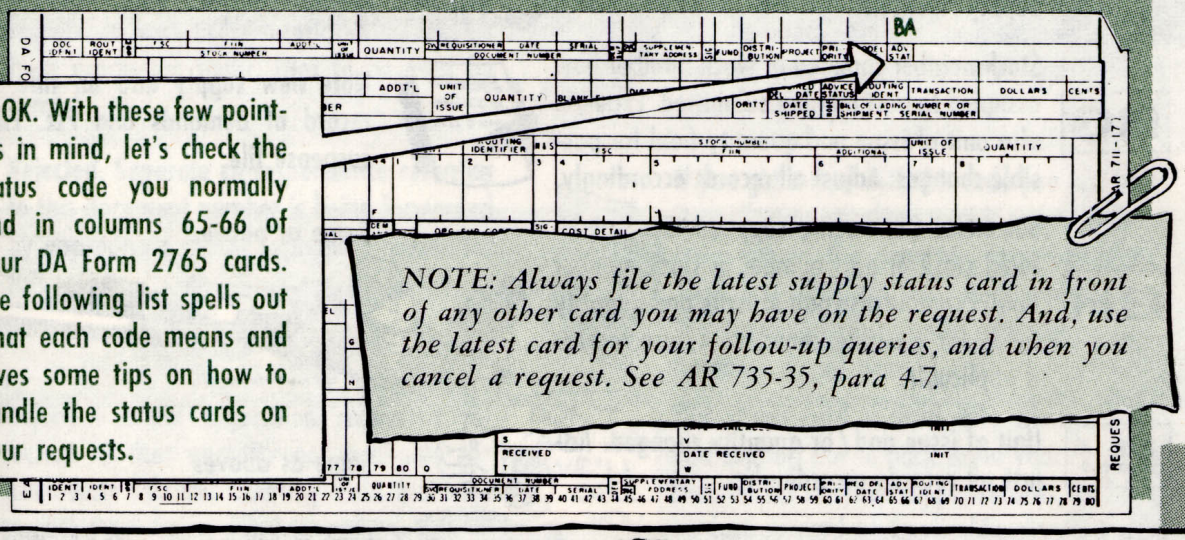
FINAL FILES

When the supply deal is closed, all the status cards can be tossed out—after you've recorded the needed info in the document register, record of demands or your PLL.

NOTE: You hang on to any shipping cards which bring you non-expendable property book items. They go in the document file, which backs up the property book.

CODE CHECK CHART

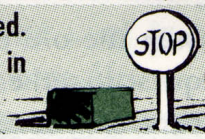
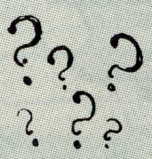
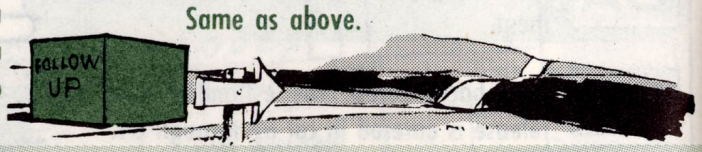
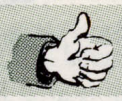
OK. With these few pointers in mind, let's check the status code you normally find in columns 65-66 of your DA Form 2765 cards. The following list spells out what each code means and gives some tips on how to handle the status cards on your requests.



NOTE: Always file the latest supply status card in front of any other card you may have on the request. And, use the latest card for your follow-up queries, and when you cancel a request. See AR 735-35, para 4-7.

STATUS CODE	SAYS	YOUR FOLLOW-THROUGH
BA	Item being processed for release and shipment.	No action. Just file card in suspense file.
BB	Item backordered. The estimated date of release is entered in col 62 through 64.	File card in suspense file. And, wait until after estimated release date to send a follow-up query.
BC	Item backordered. Long delay is anticipated. Item in remarks field can be furnished as a substitute. If desired, submit cancellation and requisition offered substitute.	Cancel request. Post action in supply records and request substitute item. If substitute item won't do, file card in suspense file and wait-out issue on original request.

MORE

STATUS CODE	SAYS	YOUR FOLLOW-THROUGH
BD	Item delayed. Supply action being continued. The estimated date of release is entered in columns 62 through 64.	 Place card in suspense file. Hold follow-up until after estimated release date.
BE	Item being procured for direct shipment to consignees. The estimated date of release of materiel for shipment is entered in columns 62 through 64.	Same as above.
BF	No record of your requisition. Deobligate funds; and, if still required, requisition using new document number. This code will not be used by Army Supply sources. (That is, this code'll be used only on requests handled by General Services Administration and Defense Supply Agency.)	Status card is reply to a follow-up query. Cancel document register entry, toss out cards. Re-order if still needed.
BG	Stock number changed or stock number now assigned to part number submitted. Examine also unit of issue and quantity field for possible changes. Adjust all records accordingly.	Note new supply info on title insert and record of demands and PLL. File card in suspense file.
BH	Substitute item being supplied. See substituted stock or part number in stock number field. Examine also unit of issue and quantity fields for possible changes. Adjust records if applicable.	Same as above.
BJ	Unit of issue and / or quantity changed. Adjust all records accordingly.	Same as above.
BK	Requisition erroneously addressed and has been rerouted. Forward subsequent follow-ups to activity indicated in columns 67 through 69.	 Card is talking to support. When support sends you a copy of the card, file it in suspense file in front of all other cards on the request. If follow-up is needed the correct supply source from columns 67-69 will be entered in block E.
BL	Follow-up forwarded to activity indicated in card columns 67 through 69 who will furnish status. Forward subsequent follow-ups to last known source.	Same as above. 
BM	Requisition referred to activity indicated in card columns 67 through 69.	 Same as above.
BN	Requisition being processed as a free issue. Signal and fund code fields corrected as noted. Adjust local fund obligation records.	If your unit keeps financial control records, this card is used to adjust same. If not needed toss it out.

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BL	Follow-up forwarded to activity indicated in card columns 67 through 69 who will furnish status. Forward subsequent follow-ups to last known source.	Same as above.
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STATUS CODE	SAYS	YOUR FOLLOW-THROUGH
BQ	Canceled. Results from receipt of cancellation request from requisitioner, consignee, manager, or other authorized activity.	This status card verifies request to cancel order. Make entries on supply records. Toss out all cards on request.
BR	Canceled. Requisitioning activity authorized cancellation in response to reconciliation request furnished by processing point.	This status card is talking mainly to your support. If support re-orders for you they'll send you a copy of the new status card showing the new requisition number on the request (blocks 9-12). You note the number of your original request on the new status card and record the new MILSTRIP number in your document register. Refile cards in new requisition number sequence.
BS	Canceled. Requisitioning activity failed to respond to back order reconciliation request from processing point. (Not to be used by Army.)	Same as BR. And like the BF code, this one will be used only on requests handled by General Service Administrative and Defense Supply Agency.
CA	Rejected. Separate correspondence referring to this document number is being forwarded by appropriate media explaining reason for this action.	If you get a card with this code you just hold it until support clues you in on the news they got in the separate correspondence. Then you close out your supply records on the request and file the card as needed. Re-order if still needed.
CB	Rejected. Initial requisition requested rejection of that quantity not available for immediate release. Quantity field indicates quantity not being filled.	This status card is used only when you've told support not to back-order your request. Note action on your supply records, and file or destroy card as applicable.
CG	Rejected. Unable to identify request item. Rerequisition and furnish correct Federal stock number or part number (Including reference to appropriate publication or drawing) or end-item application.	Cancel request in records concerned. Toss out cards or file in document file. Re-order per instructions spelled out in status code instructions.
CJ	Rejected. Item coded (or being coded) "obsolete" in latest stocklists/catalogs and is not available for issue. If still required, rerequisition for procurement, citing advice code 2F and furnish technical data, e.g.: end item usage, component, make, model, series, serial number, drawing, piece and/or part number, manual reference, and applicable publication.	Same as CG.

MORE

STATUS CODE	SAYS	YOUR FOLLOW-THROUGH
BQ	Canceled. Results from receipt of cancellation request from requisitioner, consignee, manager, or other authorized activity.	This status card verifies request to cancel order. Make entries on supply records. Toss out all cards on request.
BR	Canceled. Requisitioning activity authorized cancellation in response to reconciliation request furnished by processing point.	This status card is talking mainly to your support. If support re-orders for you they'll send you a copy of the new status card showing the new requisition number on the request (blocks 9-12). You note the number of your original request on the new status card and record the new MILSTRIP number in your document register. Refile cards in new requisition number sequence.
BS	Canceled. Requisitioning activity failed to respond to back order reconciliation request from processing point. (Not to be used by Army.)	Same as BR. And like the BF code, this one will be used only on requests handled by General Service Administrative and Defense Supply Agency.
CA	Rejected. Separate correspondence referring to this document number is being forwarded by appropriate media explaining reason for this action.	If you get a card with this code you just hold it until support clues you in on the news they got in the separate correspondence. Then you close out your supply records on the request and file the card as needed. Re-order if still needed.
CB	Rejected. Initial requisition requested rejection of that quantity not available for immediate release. Quantity field indicates quantity not being filled.	This status card is used only when you've told support not to back-order your request. Note action on your supply records, and file or destroy card as applicable.
CG	Rejected. Unable to identify request item. Rerequisition and furnish correct Federal stock number or part number (Including reference to appropriate publication or drawing) or end-item application.	Cancel request in records concerned. Toss out cards or file in document file. Re-order per instructions spelled out in status code instructions.
CJ	Rejected. Item coded (or being coded) "obsolete" in latest stocklists/catalogs and is not available for issue. If still required, rerequisition for procurement, citing advice code 2F and furnish technical data, e.g.: end item usage, component, make, model, series, serial number, drawing, piece and/or part number, manual reference, and applicable publication.	Same as CG.

MORE

STATUS CODE	SAYS	YOUR FOLLOW-THROUGH

CK Rejected. Item not available. Returned for supply by local issue of next higher assembly, component, or kit, or submit requisition for next higher assembly.

The status card is talking to support. If you're authorized the higher assembly, and support can provide it from their own stocks, they may issue it on your original request, or, they may cancel your request and ask you to re-order.

If support re-orders, automatically use the new requisition number they provide to change your records and suspense file.

If they cancel, make the proper entries on your records to cover the original request, and get rid of the cards. Re-order if you're authorized the higher assembly, kit, etc.

CL Rejected. Item not available. Requisition component parts if practicable.

Cancel request in supply records and toss out cards on request. If you still need the item and you're authorized the component parts send in a request per status code instructions.

CM Rejected. Fund obligation not cited. Furnish new requisition and fund code.

Support will re-order for you and give you the new MILSTRIP requisition number so you can up-date your records and due-in suspense file.

CN Rejected. Source of supply is local manufacture or fabrication.

If support takes automatic action to fabricate or local purchase the item they'll tell you what document number will be on the delivery document. As before, you up-date your records and due-in suspense file. If support cancels your request, fix up your records and toss out the cards. If you still need the item, try again. And, in this case it'll help if you can add a note reminding support that previous request for item was rejected by status code CN.

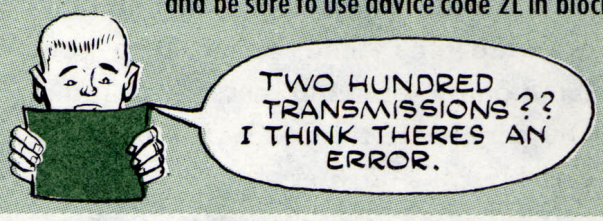
CP Rejected. Source of supply is local procurement from customer (or command) funds.

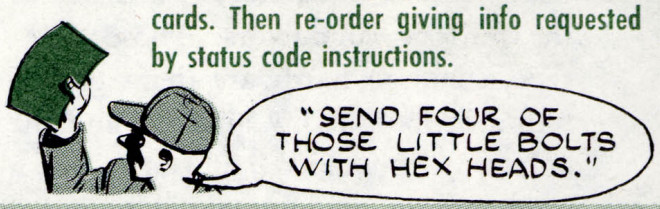
If you get a status card with this code, handle it like a CN code.

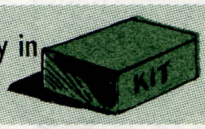
CQ Rejected. Item requested is command or service regulated or controlled. Requisition through appropriate channels. For Army this includes absence of, or incorrect citation of TOE, TA or EML.

Support will normally re-order for you and give you the new requisition number. Update your records and the due-in suspense file.

STATUS CODE	SAYS	YOUR FOLLOW-THROUGH
CS	Rejected. Quantity requisitioned is suspect of error or indicates excessive quantity. Part of quantity being supplied. Quantity field in this transaction reflects quantity rejected. If requirement still exists, submit a new requisition for the required quantity using advice code 2L.	Cancel the request in your records and toss out the cards. If item is still needed, re-order and be sure to use advice code 2L in block 22.
CT	Rejected. Make, model, series, serial number, and/or end item usage or publication reference, as applicable, is necessary in order to determine item required. Submit new requisition (by mail or message if necessary) and furnish required information.	Cancel request in supply records and toss out cards. Then re-order giving info requested by status code instructions.
CU	Rejected. Item requested is procured only in a repair kit. Requisition appropriate kit.	Cancel request in your supply records, toss out cards on request. Re-order if you're authorized the kit.
CW	Rejected. Items not available. Local procurement is authorized for this requisition only. If item cannot be locally procured, resubmit new requisition, using advice Code 2A.	If it's not available from local sources, support will re-order per status code instructions. Use new card from support to up-date your records and file.
CX	Rejected. Unable to identify the "bill" to address designated by the signal code.	Support will automatically re-order and send you new requisition number for your records.

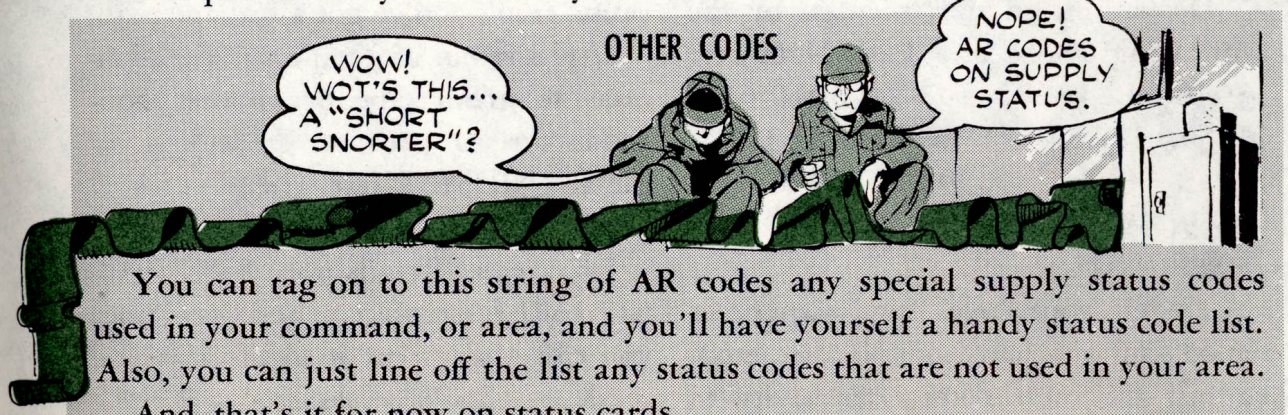






SIZE 'EM UP RIGHT

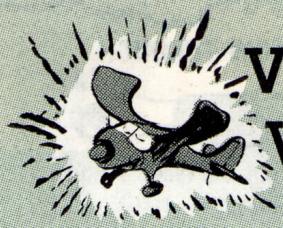
Did you notice? The "B" series status codes (BF is an exception) show that the supply people are working on your request. While the "C" series codes tell you that your request has been rejected, no supply action has been taken, and a new requisition may be necessary.



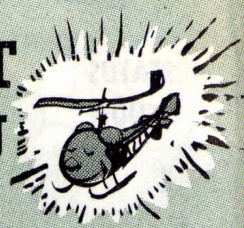
You can tag on to this string of AR codes any special supply status codes used in your command, or area, and you'll have yourself a handy status code list. Also, you can just line off the list any status codes that are not used in your area.

And, that's it for now on status cards.

END

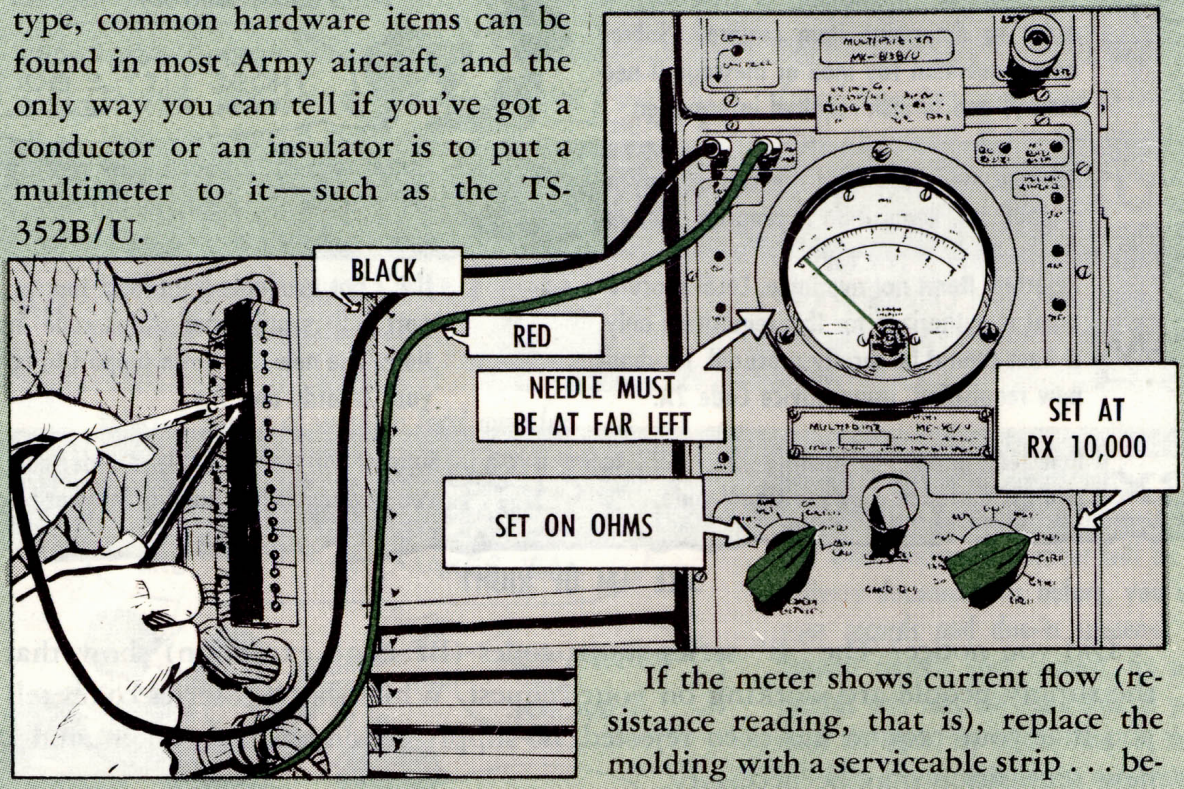


VOLT-JOLTED BIRDS NOT WELCOME, THANK YOU



When an insulator in a bird becomes a conductor, you'd better keep your hand on the ring and be ready to jump. Or, get rid of the conductor before it sorta burns you up.

The word is that some terminal board covers (insulators) came out of the mill as conductors. Those GSA-type, common hardware items can be found in most Army aircraft, and the only way you can tell if you've got a conductor or an insulator is to put a multimeter to it—such as the TS-352B/U.



Depending on size, they go by the following FSN's and Part Numbers: 5940-642-1368, 397-2; 5940-642-1369, 397-5; 5940-642-1372, 397-7; 5940-642-1377, 397-1, 5940-642-1379, 397-3; 5940-642-1381; 397-20; 5940-642-1387, 397-5.

To test your cover (and sometimes good stuff gets bad from oil, dirt, etc.), adjust the multimeter's sensitivity to R X 10,000. Be sure the aircraft's electrical system inverters are off. Place the meter's two test probes about 1/8-in apart on the molding, which is in place on the terminal boards, and check the meter for continuity. If the meter needle stays at the far left (infinity or 00), the molding is good.

If the meter shows current flow (resistance reading, that is), replace the molding with a serviceable strip . . . because, fren', you've got a leakage path.

If you're out of good insulation, you can use green tape or another non-conductor to prevent grounding of the aircraft. And, like, friend—test it yesterday!

Oh, yeah. Requisition FSN 5940-642-1381 for replacement covers, since you can always cut it to the size you need.

Would You Stake Your Life right now on

Connie Rodd's BRIEFS

New Arm and Mirror

Drivers of ¾-ton, 2½-ton, and 5-ton tactical trucks can now get a bigger rear-view mirror than the round types on their trucks. It measures 5½-in by 8½-in. To fetch 'em, ask for Mirror, FSN 2540-952-7035 and Arm, FSN 2540-952-9034. The West Coast type mirror mentioned in PS 145 is not here yet.

Up Amp On Fuse

Take heart, Bart, if you're having trouble with blowing those 15-amp fuses in your RL-172 U cable reeling machine. Use a 20-amp slo-blow fuse (FSN 5920-555-1877) instead. TB Sig 363-1 (Oct 64) says you can, but the FSN listed there won't fetch it. The right number's listed in DoD Catalog C5920-IL-A (Oct 64), page 42.

Instead of hotroddin' the reel into high gear, build up the speed gradually. The fuse'll last longer.

For Right Angles

Here's a turn for the better if your WF-8 (spiral-4) cable's sticking out too far in a cramped communication shelter. SB 11-600 (May 65) gives you the go ahead to use a right-angle connector (FSN 5935-831-6153). This connector's also handy for sharp turns with cable assemblies for AN TCC-3, -4, -5, -7, -8 and -11 telephone terminals.

Don't Be a Statistic

There's a new AR 385-55 (Sep 65) on Safety—Prevention of Motor Vehicle Accidents. It has the latest dope on driver training, testing, precautions against fire and asphyxiation, and safety devices.

All Together Now

Eyeing the first aid kit in an aircraft every 180 days is SOP in TM 55-405-3 and TB AVN 10. So it figures that the same time interval should now be in, for example, the Mohawk (OV-1) maintenance pub TM 55-1510-204-20 (18 May 65) . . . it is!

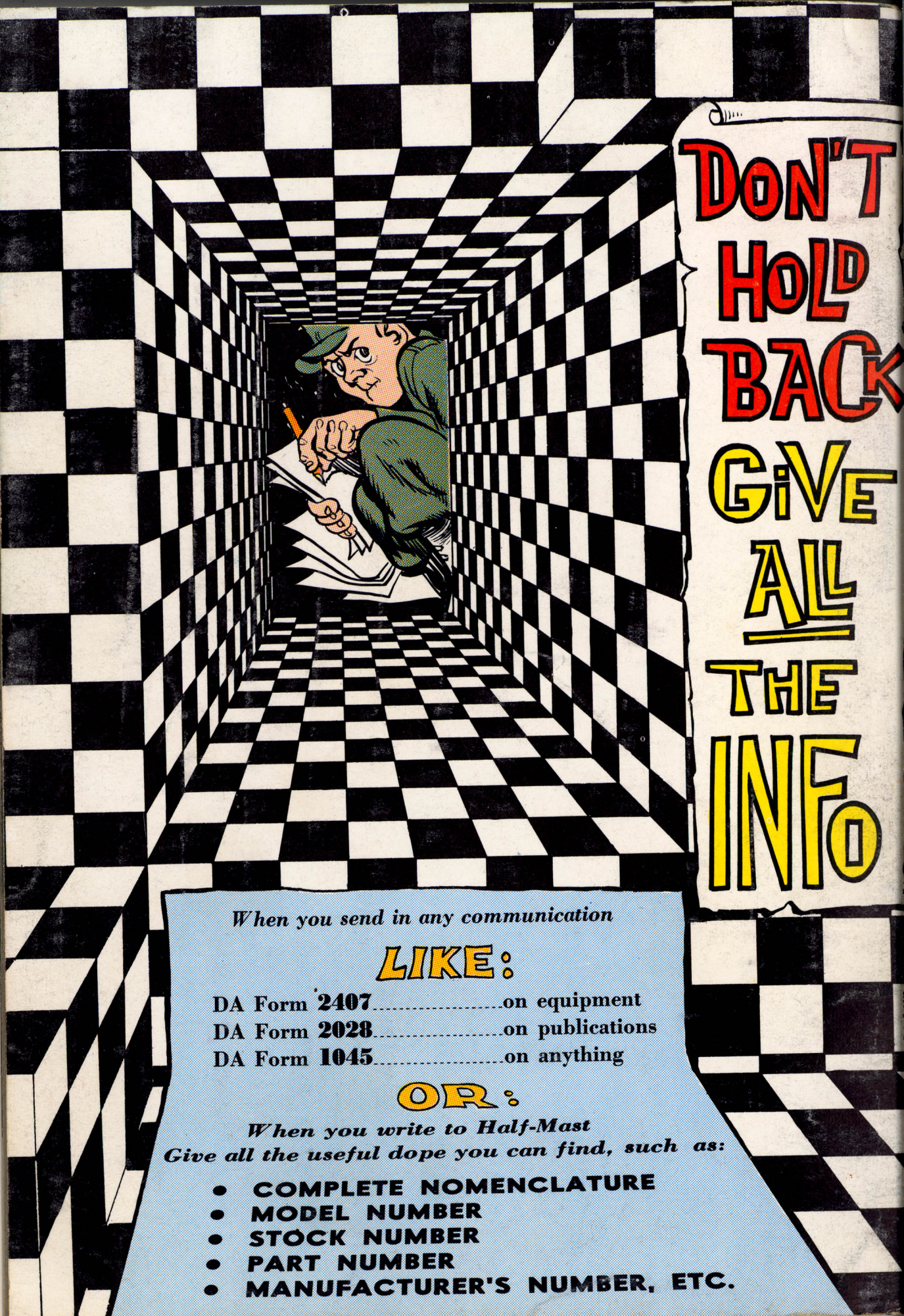
Jug Danger

Plastic bleach jugs and other such plastic bottles are no good for holding gasoline and other flammable liquids. Gasoline can soak right through the plastic and set off a fire or explosion. Use a metal can or other approved container.

No Tube With Dipstick

All you get—and all you need—when you order Rod, Oil, Level Liquid, for your M151 ¼-ton truck is a dipstick. The tube that goes into the engine block is already there—installed during manufacture. The new, tougher dipstick is FSN 6680-688-9965.

the Condition of Your Equipment?


DON'T HOLD BACK
GIVE ALL THE INFO
When you send in any communication
LIKE:
DA Form 2407.....on equipment
DA Form 2028.....on publications
DA Form 1045.....on anything
OR:
When you write to Half-Mast
Give all the useful dope you can find, such as:
• COMPLETE NOMENCLATURE
• MODEL NUMBER
• STOCK NUMBER
• PART NUMBER
• MANUFACTURER'S NUMBER, ETC.